

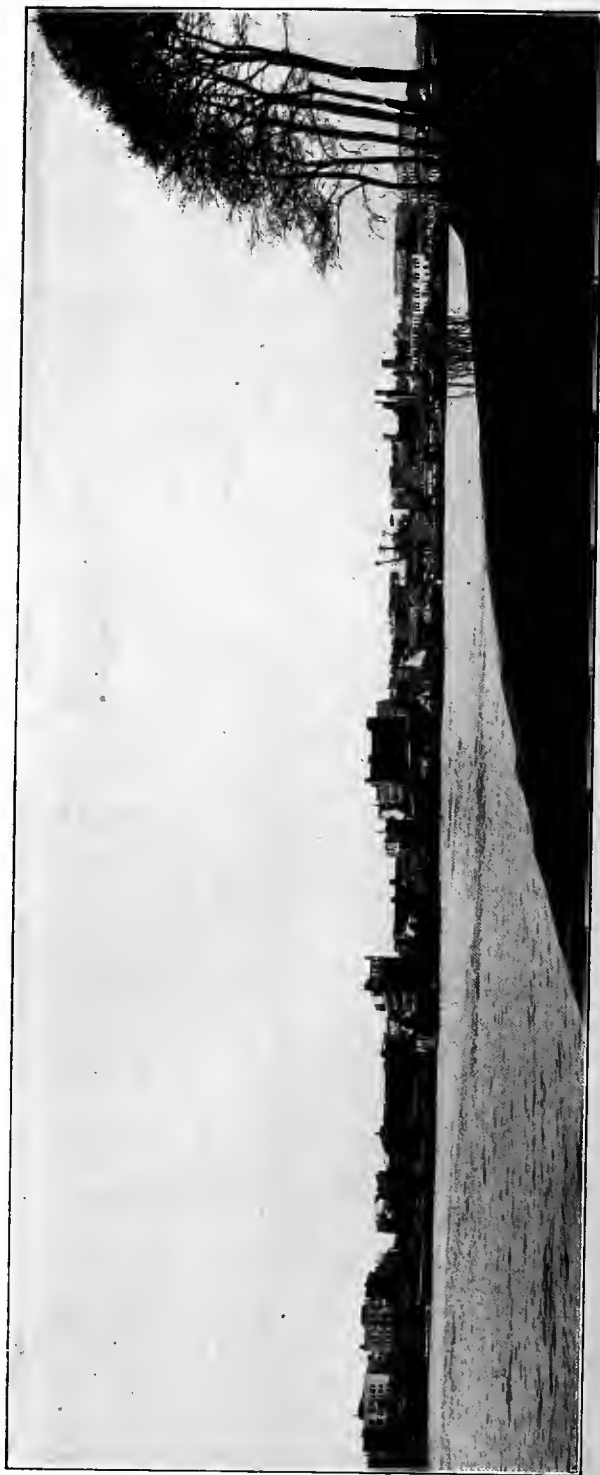








BLACKWELL'S ISLAND BRIDGE



MANHATTAN OPPOSITE EAST RIVER HEIGHTS, BETWEEN 96TH AND 110TH STREETS

ILLUSTRATED  
HISTORY OF THE

# Borough *of* Queens

NEW YORK CITY

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*By* GEORGE VON SKAL

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# INTRODUCTION

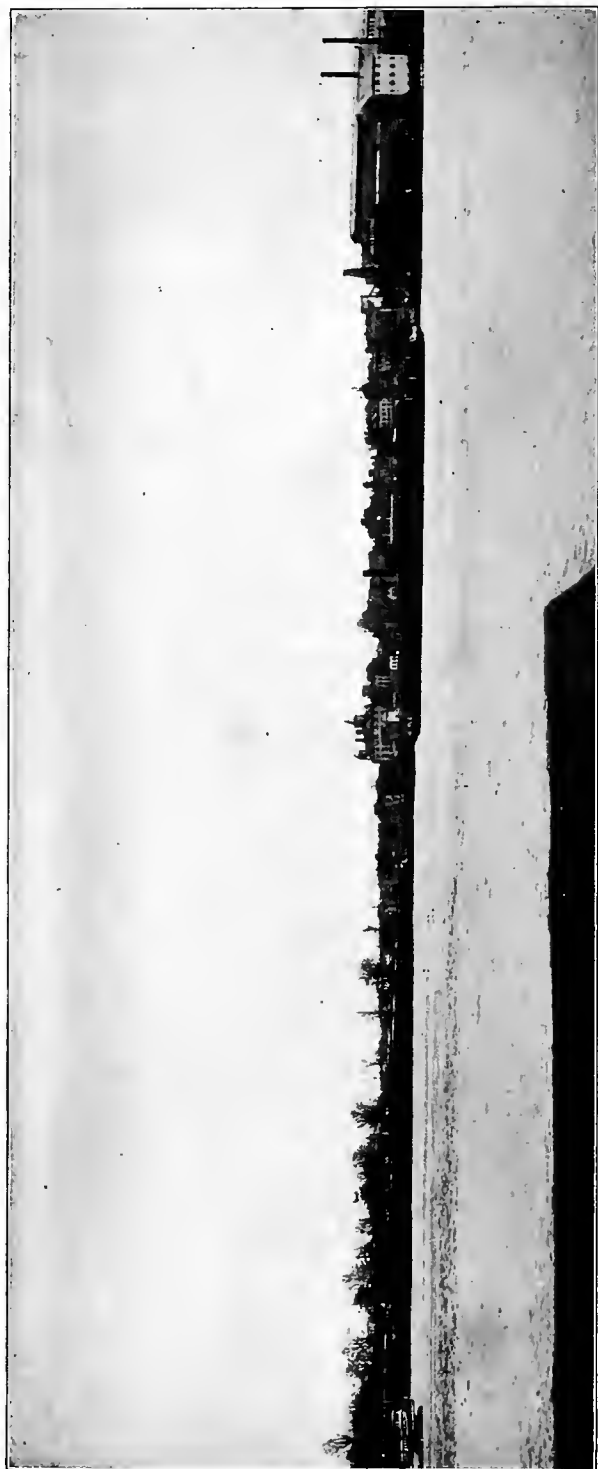
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**H**ISTORY, in the true sense of the word, is a narrative of past events. But when we undertake to write the history of a city, or of a part of a large city, which is not past and gone, but has rather arrived at the point where its growth and development have received an impetus stronger and more effective than all the factors which in the past have been influential in shaping its destinies, we must as a matter of course take present conditions into account. For history shall not only show us how things and conditions were in the past, but it has the much higher and more important function of teaching us why those who came before us have succeeded or failed, wherein they excelled or what errors they committed, that we may profit by the experience of bygone ages and remain as free from errors as it is possible for mortal man to be. The history of a city that still exists and increases almost daily in greatness, in size, in population and in riches, should therefore not be a record of past achievements only, but it must, in order to be complete, furnish us with a vivid picture of the population as it is at the time the story is written. Every good and complete history must enable the student or reader to glance into the future, and to form conclusions, from the facts narrated, as to what shape the further development will take. In a case like the one before us there is no better way of judging the future than an exact knowledge of the forces which have made the community what it is to-day, and which are at work at present in building it up.

For these reasons the history of the Borough of Queens contained in the following pages does not confine itself to the past. It does indeed furnish a complete sketch of the settlement of the territory from the time when the first white man set foot upon the soil of Long Island, and it follows the efforts made to change a wilderness into a blooming garden through the march of the centuries, but it goes further. It shows how the borough has been developed, and in what manner, and for what reasons it is apt to grow in the future. It points out the great natural advantages the territory possesses, and the enterprises which, in the near future, will tend to bring about even greater changes than the past has produced. The history naturally deals with the men who have played important roles in the shaping of the destinies of the localities now forming the Borough of Queens in the past, and who have left their mark upon the conditions evolving slowly from insecurity almost amounting at times to chaos, until a staple and regular government was formed. But it shows, in addition, in the biographies of men who are at the present time interested in the welfare of the borough, and who, in public life or private enterprise, are devoting themselves to the upbuilding of the community, the forces that are at work. No better way could be found, in our opinion, to show what Queens is now, and what it is destined to be, for the work of man, even if intended for the day only, always influences the future and it is impossible to draw a line that divides sharply the work of those living from that of coming generations. Those who come after us will have to build upon what we have accomplished; they cannot entirely get away from it, and even if they choose new paths, they must reckon with those laid out by their forerunners.

The "History of the Borough of Queens," to the perusal of which the reader is now invited gives thus a complete record of the past, a vivid pen picture of the present, and affords a glance into the future. It deals with what has been accomplished, with what is being done, and with the things the future will bring. It is not an idle attempt to draw aside the veil that hides all things still buried in the impenetrable future, but simply an earnest though conservative effort to draw conclusions from the past and present in order to discern the certain results of sincere endeavors to make the borough as important as it deserves to be on account of its natural advantages, its location and the quality of its inhabitants. And with the sincere belief that honest effort in this direction will be appreciated the book is laid before the public.

THE PUBLISHERS



EAST RIVER HEIGHTS OPPOSITE 96TH STREET, MANHATTAN



MANHATTAN OPPOSITE EAST RIVER HEIGHTS, BETWEEN 92ND AND 96TH STREETS

# A HISTORY OF THE BOROUGH OF QUEENS

## PART I



**I**T is positively known now, that New York Bay was first discovered by Jean de Verrazzano, a Florentine in the employ of Francis I of France. But as nothing came of this discovery because the French government took no steps to secure possession of the new country beyond talking about plans for its settlement, it is eminently proper that Henry Hudson be considered as the real discoverer of that part of the American continent which was destined to become its industrial, financial, and, to some extent at least, also its political center. The English had already, by proclamation, taken possession of the whole eastern coast of North America from Cape Fear to Nova Scotia, in 1606, when James I granted a charter for the colonization of "that part of America, commonly called Virginia, and other parts and territories in America either appertaining to us or which are not actually possessed by any Christian prince or people." Regardless of this proclamation, the French had just founded a settlement at Quebec, when Henry Hudson, an Englishman in the employ of the Dutch East India Company, after vainly searching for the Northwest Passage, arrived with the ship *Half Moon* at the coast of Long Island, attempted to enter Jamaica Bay through Rockaway Inlet, remained at anchor in Gravesend Bay, and, on September 3, 1609, passed through the Narrows and sailed up the river that bears his name. It is an indisputable fact, therefore, that Long Island was discovered before Manhattan, and it is also true, that the first white man killed in the neighborhood of New York by the aborigines came to death on Coney Island and was buried either there or on the shore of Sandy Hook. Hudson reported that his grave was on Colman's Hook, this being the name of the unfortunate sailor, but this designation has long since disappeared from the maps if it was ever used by anybody but Hudson and his crew.

The Dutch were quicker to realize the value of Manhattan Island than the French more than a century before, and founded the colony of New Amsterdam. It had taken them some time to ascertain that Long Island was not a part of the mainland, the explorer Adrian Block being the first white man who circumnavigated it, in 1614. It was but natural that some time elapsed before colonists settled on Long Island. When they came, a conflict between the English and the Dutch sprang up almost immediately. While the latter had strengthened their forces on Manhattan, the English settlements in New England had also increased and spread. Consequently Dutch settlers came from the west, and Englishmen from the east. Long Island became disputed territory, both nations claiming it. There were no open hostilities but considerable friction. It is a remarkable fact that the Puritans who originally had asked the Prince of Orange and the States General to be permitted to settle in America under their protection and as their subjects, were much more hostile to the Dutch than the Cavaliers who had settled in Virginia. Sir John Harvey, the governor of Virginia, said to the Hollanders who complained that the New England Puritans intended to deprive them of their rights: "There is land enough; we should be good neighbors. You will have no trouble from us, if only those of New England do not approach too near you."

During the whole time of the occupation of Manhattan and the surrounding country by the Hollanders, the English never gave up the claim to the whole Atlantic coast of North America, which they derived from the charter granted by James I. One of the last acts of the Plymouth Company had been to give a grant of lands in New England and on Long Island to Lord Sterling. He sent an agent, James Farret, to America to sell his holdings. Farret claimed the whole of Long Island and induced a colony from Lynn, Mass., to settle at Cow Bay. For himself he secured Shelter Island and Robins Island in

Peconic Bay, and also confirmed the title Lion Gardiner held to the island bearing his name. But Farret's, or rather Lord Sterling's, pretensions came to naught. The Dutch authorities took no notice of them, and the agent finally returned to Europe without having accomplished anything.

It appears from what seems good authority that no settlements were made on Long Island



FAR ROCKAWAY

before 1636, though it is possible that some colonists took up lands in Flatlands, Kings County, a little before that time. The title to the present Queens County was purchased from the Indians in 1639 by Governor Kieft. Soon after villages began to spring up all over the western end of the island. Flushing, a corruption of the original Dutch name Vlissingen, was founded in 1645, Flatbush (originally Midwout) in 1651, New Utrecht in 1657, and Bushwick in 1660. English immigrants were permitted to settle in the colony on condition of swearing allegiance to the Dutch government, and they founded the towns of Hempstead in 1643, Gravesend in 1645, Jamaica in 1655, and Newtown in 1656.

But while the colonists dwelt in close proximity, considering the conditions of the times, they did not always live in harmony. The difference in character and political ideas was too great. The Dutch villages were entirely under the domination of the governor of the colony, who appointed all their officials, leaving them no right to self-government in temporal or ecclesiastical affairs. The English colonists had at least a semblance of home rule. They were permitted to elect their officials, although these had to be confirmed by the governor, and they managed their own affairs to some extent at least through the town meeting as they had done before. They were not always permitted to do this undisturbed, for every once in a while some governor attempted to deprive them of their privileges. One of these governors was Peter Stuyvesant, who abridged the liberties heretofore enjoyed by the English settlers to such an extent that they came together and representa-

tives from the several towns sent a petition to the Dutch government, in which they prayed to be protected against the tyranny of the governor. They received, however, no answer, and when they assembled again with the intention of formulating another and stronger protest, they received orders from the governor to disperse and not to assemble again on such business. And they followed the order without a murmur, for the governor had the means to punish them if he were so inclined, and he was known as a man who did not hesitate to use cruel force if aroused.

In spite of all efforts to settle the matter the possession of Long Island remained long in dispute. In 1650 a commission, consisting of two commissioners appointed by the Dutch government and two others representing the united colonies of New England, had established a line running southward from the most westerly part of Oyster Bay across the island. All the towns to the west of this line were to be under Dutch, all the towns to the east under English rule. But the Dutch government never formally recognized the terms of this settlement and continued to claim the whole of Long Island, while inhabitants of New England came in ever larger numbers, and took up lands on either side of the line, often settling on property already owned by some Dutch subject. Conditions became still more mixed when the English crown granted a new charter to Connecticut in 1662 which was interpreted to include the whole of Long Island. The eastern towns availed themselves readily of the opportunity to place themselves under British rule, and this would have caused no difficulty. But the English towns in the western section,



FLUSHING BAY

which were scattered among Dutch settlements, did the same, and this caused considerable disturbance. This ended only after England had taken possession of New Amsterdam in 1664.

When the English commissioners arrived to take possession of the lands granted to the Duke of York, and Governor Stuyvesant surrendered, it did not look as if the different elements of





THE SHORE FRONT OF DOUGLAS MANOR



BROADWAY, CORNER TWENTIETH STREET, FLUSHING



SANFORD AVENUE, FLUSHING  
RUNNING DIRECTLY THROUGH THE PROPERTY OF RICKERT-FINLAY REALTY CO.



BOWNE AVENUE, FLUSHING

the inhabitants of Long Island would quickly fuse. Considerable bitterness and even hatred had for a long time existed between the two races, many towns considering it necessary to construct fortifications in order to protect themselves against hostilities on the part of the other faction. Besides, the population was divided by different views on many questions. The Hollanders were industrious and pious but fond of the good things of life, while the English settlers were mostly Puritans and acted accordingly, even if they were not quite as intolerant as their brethren in New England. Still, they allowed no one to dwell among them who did not adopt their views and customs; they punished the profanation of the Sabbath, lying, the use of profane language, the sale of intoxicating drinks severely, making free use of the whipping-post, the stocks and the pillory. There were really two factions, living close to each other and even intermingling, of whom one believed that everybody should get as much pleasure out of life as possible, while the other was just as deeply convinced that eternal perdition could only be avoided by crucifying every desire for material welfare. They were different and even wildly opposed to each other, in their views and customs as well as in regard to the treatment to be accorded to their fellow men.

But the two factions had after all one desire in common that overshadowed all existing differences: the wish for security in their possessions against the government as well as against each other, and for protection against oppression and tyranny. This united them finally, though for some time the eastern part of the island persisted in its efforts to be classed with New England. In 1665 a convention of delegates from all the towns assembled at Hempstead in accordance with a proclamation issued by Governor Nicolls, "to settle good and known laws within this government for the future, and receive your best advice and information at a general meeting." The most important part of this convention consisted in fixing the boundaries of all the towns, and their relations to each other. The right and title to all lands occupied by settlers were also determined for all time. The Hollanders, who had received patents from the Dutch government, were compelled to exchange them for new patents from the English crown, and all the English settlers, who had held their land without any authority and were for the most part really squatters, were given patents, or, in some cases, so-called quit-rents which were later on the subject of much trouble and abuse. Soon after a code of laws was promulgated which contained some of the provisions already adopted by the eastern towns.

These were, however, not fully satisfied. Connecticut still claimed them as her own, and their inhabitants did not feel inclined to give up their independence as members of a colony, in order to become subjects of the Duke of York. The Duke's representative remained firm in his declaration that the matter had been settled, and he had his way. At the convention of 1665 Long Island, Staten Island and Westchester were united after the English custom into a shire, and called Yorkshire. The colony was really ruled by the justices, who, in turn, were appointed by the governor, who wielded, in consequence, almost dictatorial powers. The welfare of the people depended upon the qualities and the good will of the different governors, and conditions changed with each change in administration. As long as Governor Nicolls ruled, the people were satisfied, although they saw that their liberty was not at all greater than under Dutch rule, but when he was succeeded by Governor Lovelace, open dissatisfaction broke out. The new governor levied in 1670 a tax for repairing the fort at New York, and almost all the English towns on Long Island refused to pay this tax unless they were granted the same rights and privileges that all other subjects of the King enjoyed. The English colonists on Long Island had brought with them the doctrine that taxes could only be imposed with the consent of the people who had to pay them, or of their representatives in a general assembly. This was the first open manifestation of the spirit which later led to the revolution and the independence of the American colonies, and it appears that the tax which caused it was never collected, although Governor Lovelace was of the opinion that the best way to keep people submissive is to lay such taxes upon them as may not give them liberty to entertain any other thoughts but how they shall discharge them. This tyrant might have experienced the people's wrath and suffered the full consequences of his actions if the colony had not once more fallen into the hands of the Dutch in 1673. Fortunately, the occupation did not last long, otherwise civil war might have broken out, for while the Dutch part of the inhabitants naturally submitted readily to the new ruler, the English towns were quite ready to oppose him with armed resistance. The New England colonies had already declared war against the Dutch when peace was concluded and the Duke of York took possession again. The people tried to resist the effort to expose them anew to the tyranny of the Duke's governors but they accomplished nothing until, in 1681, a new governor arrived in the person of Colonel Dongan, who summoned an assembly for the purpose of framing better laws for the colony. A bill of

rights was adopted, many of the most obnoxious laws were altered, amended or done away with altogether, and better government seemed to be in view. The hopes the people had set in the new order of things faded away quickly, however, for with the accession of James II to the English throne the governors ceased, doubtless instructed by the King, to call General Assemblies, and ruled the colony again without regard for the rights or wishes of the people. The downfall of the King and the beginning of the reign of William and Mary brought about the restoration of the limited measure of self-government the colony had possessed.

During the war with France Long Island was not directly disturbed by the operations of the

war was ended. Many French prisoners were sent to Long Island, where they were given considerable liberty because escape was practically impossible. It is said that they passed most of their time hunting the game which at that time was plentiful. It may be mentioned here that long before another kind of prisoners had been sent to Long Island. When, in 1713, England acquired Nova Scotia, the French inhabitants were permitted to remain after taking the oath of allegiance. After the war between England and France had broken out it was found that these people did not seem inclined to keep the oath. They were simple in their habits, intensely religious, quiet and apparently docile, but really fanatics in politics, and very obstinate. It was de-



NEW VERNON AVENUE BRIDGE (OPEN) LONG ISLAND CITY

contending armies. It had, however, its full share of the burden. It contributed to the large sums raised for fortifying the colony, and it sent its full quota of soldiers to the front. Jonathan Lawrence of Queens and James Fanning of Suffolk raised recruits who served on the Canadian border. Lieutenant James Thorn led a number of men from Queens who were with Colonel Hicks's regiment at the defense of Fort Schenectady. A regiment commanded by Colonel Cockroft, which took part in the battle of Lake George under General Johnson, contained many Long Islanders. After the news of the victory had reached Queens, its inhabitants sent one thousand sheep and seventy cheeses to the army, and Kings paid for the transportation. In fact, in all the engagements of this war, Long Island and, of course, Queens County, were represented. Under Colonel Isaac Corsa they fought at Ticonderoga and Frontenac, and Captain Ephraim Morse with his lieutenants, George Dunbar and Roeloff Duryea, distinguished themselves at Fort Niagara. They were present at the surrender of Montreal and served until the

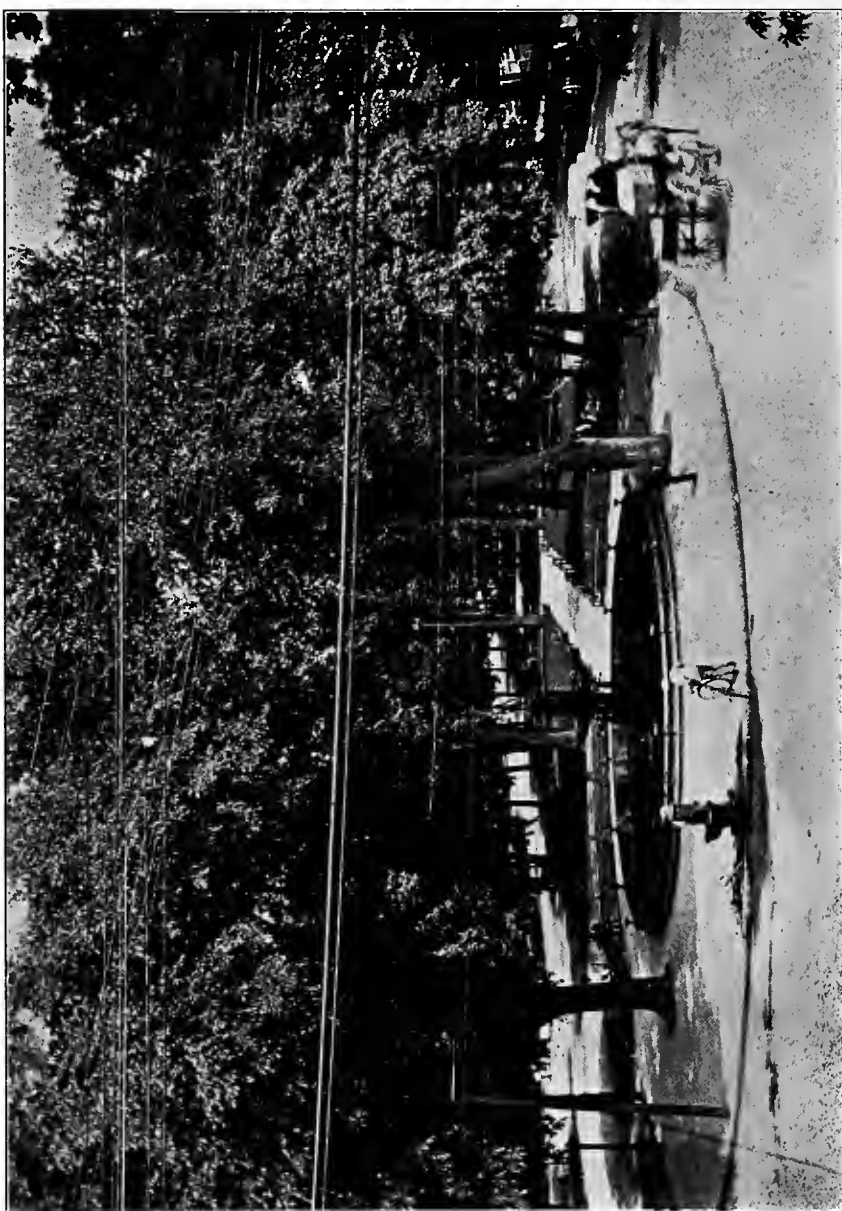
cided to remove and scatter them, and some were brought to Long Island where they have wholly disappeared among the population.

The history of the war of the Revolution tells quite a different story. Long Island saw not only bloody battles fought on its soil, but was torn up by internecine strife. It has been mentioned that the doctrine that no taxes should be levied without the consent of the people paying the taxes, the principle generally expressed in few words as "No taxation without representation," was first uttered in America on Long Island. The people had lost, but never surrendered. They battled incessantly for this principle, and when the English crown finally refused to recognize it they arose in arms. At first they had no desire to cut loose from the mother country, but events moved swiftly, and out of an uprising for securing the same rights which all other English citizens possessed came a war for complete independence. Now, in spite of the fact that the inhabitants of Long Island had been the first to demand the right of deciding what taxes should be levied, they were by no





KISSENA LAKE NEAR FLUSHING



BROADWAY, FLUSHING, LOOKING EAST

means unanimous when it came to open rebellion against the British crown. The eastern part, or Suffolk County, being largely settled by descendants of the Puritans, and having taken its principles from New England, was quite ready to join the patriots. But in the western part the conservative Dutch blood and the numerous families who were related to the English officials thought differently. It is a fact that in Queens County the sentiment of loyalty far exceeded the demand for liberty and independence. But there were other reasons which must be taken into account. As soon as the Provincial Congress and the Revolutionary leaders heard of the strong pro-British sentiment in Kings and Queens, they made very active, and in some instances cruel and unscrupulous, efforts to crush it. These attempts led, as similar actions always do, to the results which should have been prevented. The Tories became more settled and firm in their opinion, and more active in their endeavors to assist the British and harm the Americans. In addition, the whole island soon fell into the hands of the British and became, after the battle on the twenty-seventh day of August, 1776, practically one large British garrison. General Howe ordered, as soon as he had landed, that every inhabitant who desired favor should appear at headquarters where he would receive a certificate of protection. Every one who called was ordered to fasten a piece of red cloth to his hat, to distinguish him from the rebels. All Tories complied readily, as did also many others who stood in fear of violence. In fact, as soon as it became known that the red rag secured protection from the parties in power, it was universally worn.

The inhabitants of Long Island really needed something to protect them from the consequences of the war. They were in a much more deplorable situation than the inhabitants of other regions. The island was overrun with British troops, and British war-ships continually patrolled the coasts, ready to send landing parties to any village or settlement that was under suspicion of harboring or assisting the rebels. The Tories on the island conducted a little war of their own, collecting bands of armed followers and descending with them upon farmers or even hamlets that were not under the protection guaranteed by the British officials, to carry off stock and valuables. As if this were not enough, almost every dark night brought parties of marauders in boats from Connecticut to the North Shore, and from New Jersey to the South Shore. Some of them came with the praiseworthy intention to harass and harm the British and their sympathizers but many were simply pirates who made use of the conditions of the times. To the

inducements which caused many to wear the red rag, although they were really patriots, must be added the fact that the British soldiers were given quarters in the farmers' houses during the winter. While the officers tried to prevent close relations with the members of the families, this was impossible. Many soldiers became friends of the farmers in whose houses they lived, and in some cases they even married American girls. The presence of the soldiers was by no means an unmixed evil, for it protected the house against the much feared attacks of thieves and marauders acting under the guise of patriots.

The Battle of Long Island in 1776 was the only engagement fought there. With the retreat across the East River the American Army disappeared from the island for the whole period of the war. Occasional raids were made from the Connecticut shore of the Sound but they amounted to very little, although great courage was displayed in their execution by the Americans. The best known among them is the attack of Colonel Meigs upon the magazine at Sag Harbor, where large quantities of provisions and a number of vessels were destroyed, as well as ninety prisoners captured. Numerous attempts to destroy British forts and outposts served the purpose to detain a large force on the island for its protection and did good service by convincing the British general that he could not use the soldiers stationed on Long Island in the field.

At the end of the war, the patriots returned to their homes in New York City and Long Island which had been occupied by the British, and where the loyalists had lived unmolested. They were very bitter and insisted that all loyalists must go in the same manner in which they had been driven from their homes. A general emigration to Canada set in. The so-called "Spring Fleet," which sailed in the spring of 1783 for New Brunswick, carried one thousand emigrants, mostly from Queens County. They founded the city of St. Johns and gave the city its first mayor, Gabriel G. Ludlow, whose farm lay partly in Hempstead and partly in Flushing. It was confiscated and sold to Captain Berrien and Isaac Ledyard for \$800. After the Constitution of the United States had been adopted and the people quietly settled down to peaceful work, Queens County became as patriotic and intensely American as any other district in the United States. No trace of Toryism remained. This was shown during the War of 1812 when British ships hovered continually around the shores of Long Island. The people arose and enlisted in quickly formed regiments, erected fortifications at all points the enemy might attack, and kept constant watch. Fortunately, they were not exposed to actual hostilities with the exception of

an attempt to attack Sag Harbor in June, 1813, which was quickly repulsed without loss of life.

The even life and steady work for the development of the county went on uninterruptedly until the Civil War broke out. Queens took up her full share, sent thousands of her sons to the front and devoted her whole strength to the sacred work of saving the Union.

The County of Queens had been erected in



FULTON STREET, JAMAICA

1683 when Yorkshire was divided into different counties. It remained, however, for a long time in some measure dependent upon New York. The prison and court-house erected at Jamaica in 1669 was small and insufficient, and prisoners were frequently sent to New York. It appears that at times even the sessions of the Queens County Court were held in the neighboring city. The district attorney for the county came from New York as late as the beginning of the Nineteenth Century, in spite of the fact that many able lawyers resided in Queens. In 1724 a new jail and court-house was erected at Jamaica but this also seems to have been rather small and insecure, for the records tell of repeated escapes of prisoners. The building was destroyed during the Revolutionary War and a new one erected in 1785 near the south bounds of North Hempstead, this being the geographical center of the county. It took two years to finish this building, and the taxpayers complained bitterly of the delay. They evidently did not possess the patience with which their descendants treat the men who erect the public buildings of the present day. On February 8, 1787, the sheriff of Queens County petitioned the Legislature for an act to remove the Queens County prisoners from the jail in New York to the jail just completed in Queens. The first capital trial at the new court-house took place in 1790, when two negroes were sentenced to be hanged for arson. The prison was evidently not much safer than the former ones. In 1801 Walter Dunlevy, who had been sentenced to fourteen years' imprisonment for manslaughter, was freed by two armed men who locked the under-sheriff in charge in his room and took the

prisoner away. He was caught on a vessel bound for Europe and sent to the Bridewell at New York. With the growth of the population a new court-house became necessary and a suitable building was, after a great deal of wrangling over the site, erected at Long Island City. This time modern methods were employed, and it took five years to erect a building costing nearly \$300,000.

Queens has the distinction of being the cradle of horse-racing in America. Its conformation was peculiarly adapted to the laying out of race courses. In a book written in 1670 we find the following remarks: "Toward the middle of Long Island lyeth a plain sixteen miles long and four miles broad where you shall find neither sick nor stone to hinder the horses' heels, or endanger them in their races; and once a year the best horses in the Island are brought hither to try their swiftness, and the swiftest rewarded with a silver cup, two being annually provided for that purpose." The first course was established on Salisbury Plains, near the present Hyde Park Station. In 1665 Governor Nicolls appointed a horse-race to take place in Hempstead "not so much for the divertisement of youth as for encouraging the bettering of the breed of horses which through great neglect has been impaired." The New Market course was established in 1669, and at the beginning of the Nineteenth Century transferred to a large level plain east of the old court-house. About 1821 the Union course was established at the western border of Jamaica and meetings held in May and October. Here a club was formed and under its auspices racing took on modern forms. Aside from many smaller courses there were important tracks at Centreville, at Newton and around Beaver Pond in Jamaica.

The continued increase of the population made the building of roads on Long Island a matter of prime necessity. A plank road through the center of the island from Brooklyn to Easthampton had been constructed in the early part of the Eighteenth Century, and the first post route had been established in 1764. The mail was carried on horseback once in two weeks, the mail rider going east along the North Shore and returning along the South Shore. From 1847 to 1851 a mania for building roads swept over the island, but soon died out again because the railroads came and the people thought wagon roads of little importance. The development of Long Island might have been considerably accelerated if more good roads had been built, for it is universally recognized at the present day that the railroads cannot fully replace them or make them unnecessary. Well constructed wagon roads are fully as important for an agricultural district as





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railroads. The first railroad was opened for travel on April 18, 1836, and connected Brooklyn with Jamaica. A year later the line to Hicksville was completed. In 1841 it was extended to Suffolk Station, and on the twenty-fifth of July, 1844, the first train passed over the rails to Greenport, a distance of ninety-five miles. From Hicksville a branch was opened to Syosset in 1854 and extended to Northport in 1868, while it reached Port Jefferson in 1872. In the meantime branches had been built to Hempstead, Locust Point and Far Rockaway. The Sag Harbor road was constructed in 1869, the line from Hunters Point to Flushing in 1854. The roads on the south side were started in 1867, and later on A. T. Stewart built a line to Garden City. All the lines on Long Island were consolidated in the seventies by the Messrs. Poppenhusen, who spent much money for improvements; but while the business increased rapidly and the whole island felt the effect of the new management, the outlay had been too large. The enterprise failed and the railroad, after being in the hands of a receiver for some time, was bought in by Boston capitalists with Austin Corbin at their head. Some years ago, after Mr. Corbin's death, the Pennsylvania Railroad acquired the whole system, and is now engaged in connecting it with its main lines and the city of New York by a system of tunnels nearing completion. When the movement of substituting electricity for horse power on street railways began, the late William Steinway conceived the idea of consolidating and extending the lines in Queens County, and of connecting them with New York City by means of a tunnel. His sudden death prevented the execution of his plans at that time but the idea has been taken up and brought to a finish by the so-called Belmont syndicate, closely allied with the New York Interborough Company controlling the subways and the elevated railroads of Manhattan and the Bronx. The day is indeed not far distant when Queens will be as near to the center of Manhattan as Brooklyn and the Bronx, and much nearer than Richmond.

When the Greater City of New York was formed on January 1, 1898, Queens County was cut in two. The western part, including Long Island City, Newtown, Flushing, Jamaica and part of Hempstead, was incorporated in the city of New York under the name of the Borough of Queens, while the eastern part was erected into a new county, Nassau. The existence of the Borough of Queens therefore dates only from January 1, 1898.

Long Island City is the largest and most important settlement within the territory occupied by the Borough of Queens. The first settlers on its present site were Hendrick Hermensen, who

took up a grant on an old Indian trail now known as the old Bowery Bay road; Richard Brutnall and Tyman Jansen, who settled on both sides of Dutch Kills Creek. The river front, embracing Hunters Point and Ravenswood, was first acquired by Everard Bogardus whose family later changed their name to Bogart. He was a minister of the Dutch Church and through this fact the land he occupied became known as "Domine's Hook." Astoria was originally settled by an Englishman, William Hallett, and therefore known as Hallett's Cove. Here were the beginnings of Queens' industrial enterprises, for Hallett erected a lime-kiln, and Sunswick Creek, which connected with Dutch Kills, was a navigable stream, much used for the transportation of produce and other merchandise. As has already been mentioned, the district was largely settled by Hollanders, and a great many families of substance were attracted by the natural beauty of the region, by the fertility of the soil and the opportunities for satisfying love of nature. Queens County became an important part of the state of New York and began to develop rapidly.

One of the first and most important steps in the history of Long Island City was the passage of a bill by the Legislature to incorporate the village of Astoria in 1839. The village had at that time about two thousand inhabitants and only one street, with two turnpikes leading to Williamsburgh and to Flushing. It developed very slowly because for a long time the village government remained in the hands of the old and



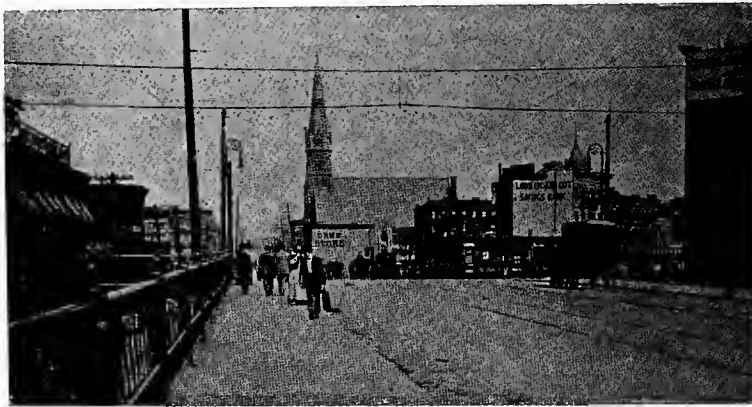
ST. MARY'S ROMAN CATHOLIC CHURCH, JAMAICA

conservative element that was opposed to the spending of money. Better times came, however, the younger settlers secured an influence upon the management of the affairs, better connections with New York were established, the Astoria Gas Company was founded, new houses were built and streets laid out, and enterprising manufacturers found it wise and profitable to locate within the boundaries of the new village. The northeastern part was developed by the

Steinways, and is known to the present day under the name of Steinway. There they erected their factories and a little farther east they established the summer resort originally known as Bowery Bay Beach, and in later years as North Beach. With the growth of Astoria and of the settlements surrounding it, the advisability of uniting them all under one government became manifest. Their interests were the same, the improvements made in one district touched them all, but were in many cases of little value if not executed with a regard for the interests of the neighbors just across the line. In one word: a community of interests existed but was unable to reap any benefits because united action was impossible on account of a division of authority. The thought of consolidating all the different

consolidation has after all greatly benefited the communities composing Long Island City. Since the establishment of Greater New York and the merging of Long Island City in the Borough of Queens, improvements have gone forward with greater speed and the district is rapidly increasing in population and importance. Aside from the tunnels already mentioned a bridge connecting Queens with Manhattan by way of Blackwells Island is rapidly nearing completion and will be open for traffic within a few years. Another bridge, to the Bronx, for railroad as well as passenger traffic, is planned, and there is little doubt that it will be constructed in the near future.

The town of Flushing was first settled by Hollanders, as its name implies—which originally



VERNON AVE., LONG ISLAND CITY, LOOKING TOWARD ST. MARY'S CHURCH

villages was not new; it is said that as long ago as 1853 Captain Levy Hayden, superintendent of the Marine Railway formerly located at Hunters Point, had suggested that before many years the different communities would probably be united in a large city under the name of "Long Island City." However that was, the people began to think of the matter seriously right after the Civil War was ended. As always, a few years were passed in talking the matter over, but in 1869 a meeting was held for the purpose of drafting a charter for the projected city, and it was decided to appeal to the Legislature to grant the charter. On May 4, 1870, Governor Hoffman signed the bill which incorporated the villages of Astoria, Ravenswood, Hunters Point, Dutch Kills, Blissville, Middletown and Bowery Bay in the new city of Long Island. The first election under the charter took place on July fifth of the same year, and Abram D. Ditmars of Astoria was elected the first mayor. It is true that the government of the new city has not always been what its best citizens desired it to be, but the

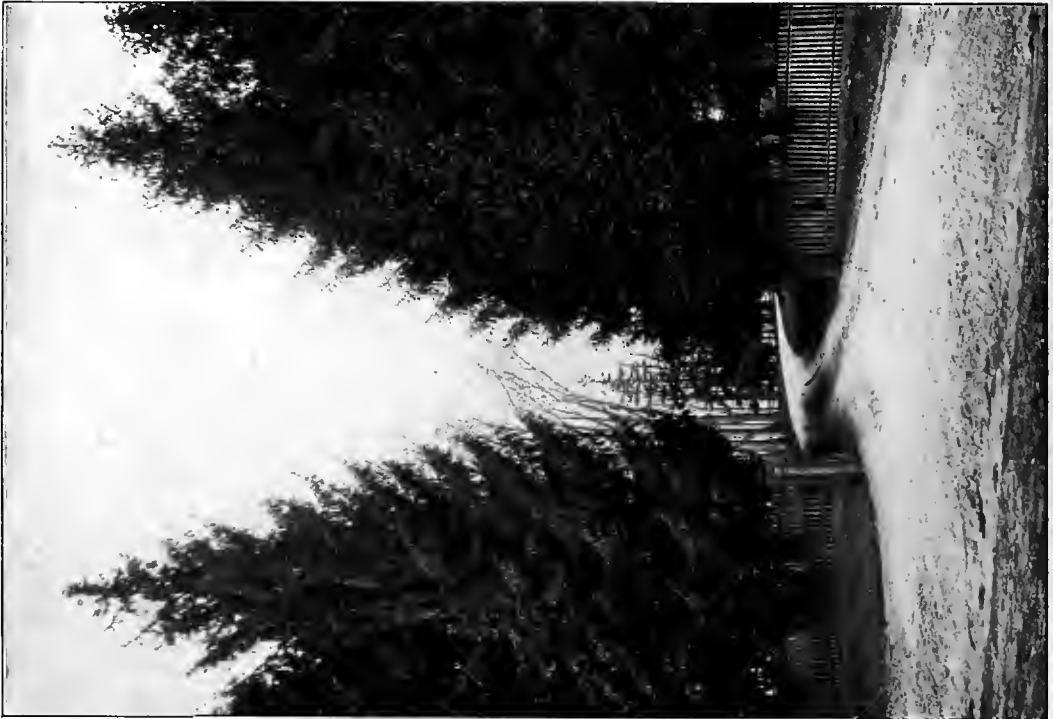
was "Vlissingen," from the Dutch city of the same name. It appears that the first white men came there in 1643 or 1645. But when the town was established there were already several Englishmen from Massachusetts present who had been persecuted by the Puritans on account of their religious belief. They did not find the toleration they sought, for the Dutch were by no means as liberal as has been frequently stated. Still, the fugitives were not ill-treated; they were admitted without much opposition and given the same rights as the Dutch settlers; neither were they persecuted or deprived of their lives and property because they worshiped in a different way. They must have gained much influence very quickly for when the town was incorporated almost all the signers of the charter bore English names. Originally the charter gave to the incorporators of the town all the lands on both sides of Flushing Creek from the Sound to the ocean, but this was later on amended to read, "from the Sound to the hills," and this indefinite statement caused much trouble with the town of



DOUGLAS MANOR, DOUGLASTON, BOROUGH OF QUEENS



BROADWAY, FLUSHING



ENTRANCE TO DOUGLAS MANOR



Jamaica to the south. However, Flushing grew rather rapidly, and the assumption seems justified that the settlers were of a somewhat superior kind, with more enterprise and energy than were found in the surrounding towns. A very valuable element of the population consisted of the many French Huguenot families which settled in Flushing when they were driven from France. They were as a rule well educated, many of them being descendants of the nobility, the whole average of their accomplishments being decidedly superior to those of the other settlers. These Huguenots brought to America a knowledge of horticulture, which at that time was quite absent in the colonies. They laid the foundation of a great industry that gave considerable importance to Queens, for they started the nurseries which in 1789 were already so extensive that General Washington found it worth his while to make a special trip to Long Island to inspect them. The French introduced first the fruits of their native country, and their success led the English gardeners to imitate them and to extend their experiments. At one time a large part of Queens was given over to the propagation of forest trees but the increase in the value of the land and the development of the business of raising trees in the western part of the state has led the nurserymen of Flushing to abandon this part of their business and to devote themselves to the raising of ornamental shrubbery, plants and cut flowers. Flushing is still one of the most substantial districts of Queens, containing the descendants of many old families, and its population is, if the term may be used in this country, somewhat aristocratic. It is, at the same time, thoroughly modern in its views, energetic and ambitious, and its high aims are best proven by the superior schools it maintains.

Whitestone was settled very early, probably shortly before Flushing, but its development dates from comparatively recent times. In 1800 there were but twelve houses within a radius of a mile. When, in 1853, a large factory was established for manufacturing tin, copper and japan ware, the village grew rapidly until it had acquired considerable importance.

The case of College Point is similar. The land on which it stands formed originally the estate of William Lawrence. After the Revolution it was purchased by Eliphalet Stratton, who opened it for settlement. But the village grew slowly. In 1846 Dr. Muhlenberg erected St. Paul's College for the education of young men for the ministry of the Episcopal Church. He had to build a plank walk across the meadows to Flushing at his own expense, and the two villages had to wait until 1855 before a causeway was constructed connecting them. Dr. Muhlenberg died before

his enterprise was fairly established, and it was given up. College Point, like Whitestone, began to grow when Conrad Poppenhusen in 1854 erected a large factory for making hard rubber goods. Many other enterprises followed and the village was soon a bustling industrial center. The population increased rapidly, and the already fine residential section became larger and more important. A considerable proportion of the inhabitants, working men as well as merchants and manufacturers, were Germans, and College Point for a long time had the reputation of being more German than any other village on Long Island. Here, as in Flushing, much interest was taken in educational matters, and the schools of the village reached a high grade of excellence.

Bayside was founded very soon after Flushing. Here the Indians lived on friendly terms with the whites until the Dutch government ordered their disarmament, when they drifted to the southern shore of the island. One of the foremost settlers of the early times was Dr. John Rodman, an eminent Quaker and physician. He resided at Bayside for upward of forty years and died there in 1731. His descendants lived in the village until long after Revolutionary times. At that time already many of the residents were New York business men.

The district around Little Neck Bay is one of the most interesting localities of the borough from an archeological point of view. The vast quantities of oysters and clams found here made it a favorite spot for the Indians, and much of the wampum that was used by the Five Nations was made here. The part now known as Douglaston was first settled at the end of the Seventeenth Century by Thomas Hicks, who, assisted by a party of followers from the mainland, drove off the Indians by force. This is probably the only instance of similar injustice and brutality in the history of Queens County. Little Neck Bay was for a long time celebrated for the quality and the yield of its oyster beds, but the industry has of late declined.

The neck of land extending into the Sound east of Whitestone was for many years an unimportant farming district named after the family which owned it, Willett's Point. When the Civil War broke out, a speculator who thought the location of strategic importance, bought the land, and soon resold it to the United States Government, which commenced to erect a large fortress constructed of masonry. While the work was going on, a Maine regiment was quartered there and part of the grounds was used for a hospital. The fortifications were never completed because the revolution in modern warfare brought about by the introduction of iron-clad vessels, rifled cannons and torpedoes, made stone walls useless,

for they were easily destroyed by the new weapons. Instead of the fort, the Government established at Willett's Point a headquarters for a general system of coast and harbor defenses by forming a permanent camp and school for the Engineer Corps of the Army.

The town of Jamaica was settled by a few families coming from Hempstead in 1664. They were all English and probably came from New England. They bought their land from the Indians, from whom also the name of the town is derived. It was originally spelled in different



ST. MARY'S CHURCH, LONG ISLAND CITY

ways, Janeco, Jemeco and Yemacah. The presumption is that it was the name of some Indian family. The town was granted a charter by Governor Stuyvesant in 1656 and maintained practically an independent position, ruling itself without much regard for the Dutch government. It is quite evident that for some reason not known to us Stuyvesant could not interfere, but he had an opportunity to show his dislike of the existing conditions when he granted a more ample charter in 1660, by decreeing that the town should henceforth be called Kusdorp. Whether this new designation was generally accepted we do not know, but it certainly disappeared after a few years. Jamaica grew rather more rapidly than other towns and the records that are preserved show constant purchases of land from the Indians because new settlers arrived who were anxious to join the colonies. It may be mentioned here that nobody was permitted to settle within the boundaries of the town without permission. In 1659 one Benjamin Hubbard had purchased a house lot without the knowledge or approbation of the town. He was therefore compelled to give a bond for good behavior as the condition on which he might continue to live on the land he had bought. The value of the fisheries in Jamaica Bay was recognized early, and

in the middle of the Eighteenth Century the town had already commissioners who relentlessly prosecuted every outsider who fished in the waters over which they had jurisdiction, without permission.

Jamaica Village received its first charter in 1814 and a more extended one in 1855. It was for a long time the county seat of Queens County. We have seen that for nearly two centuries the sessions of the County Court were held here and that the jail was also at Jamaica. The settlement must have gained importance very early, for the General Assembly or Legislature of the Province of New York sat twice in Jamaica, in 1702 and again in 1753. Washington visited the place on April 20, 1790, and lodged in William Warner's Inn, which he called "a pretty good and decent place." A town hall was erected in 1858, and a new and larger one in 1870. Jamaica enjoys especially good facilities of transportation, and has for this reason grown more rapidly than many other communities since consolidation and the large increase of the rental value of real property in Manhattan, which have induced a large part of the population to seek homes in the adjoining districts.

The original settler of Newtown was the Rev. Francis Doughty. He had left England because he hoped that he would be permitted to worship according to the dictates of his conscience. But after he had settled in Taunton, Mass., he found that he had been mistaken. There was another form of worship established in New England, but it was as intolerant of those who believed differently as that in the old country. So the Reverend Doughty took his wife and children and came to New Amsterdam, where he applied to the authorities for a grant for the land that was known as Mespat. He was granted patents for a tract comprising over fourteen thousand acres and including practically all of the present Long Island City and Newtown. It is true that at that time a large part of the land was swamp and bog, but improved methods in farming and subsoil drainage have made it very valuable. The Newtown bogs were of considerable importance for the New Yorkers, for the peat taken from them was extensively used as fuel. The proximity of the town to New York City has always acted favorably upon its prosperity, and a large share of the attention of the farmers has been devoted to the raising of vegetables for the city market. Newtown has indeed been in many ways of great importance to the metropolis.

When Doughty arrived he found only two or three settlers, but quickly succeeded in attracting others. Mespat grew in importance and riches until the Indian wars broke out and the Indians completely destroyed the flourishing settlement.



SCENE ON RIVER FRONT, LONG ISLAND CITY



THE OLD WOOLSEY MANOR HOUSE, ERECTED ABOUT 1726



LONG ISLAND RAILROAD STATION AND FERRY SLIPS



CLINTON AVENUE, JAMAICA, LOOKING SOUTH



PARK AT CORONA

It was rebuilt after peace had been declared, but never fully recovered from the consequences of the disaster. Doughty soon became involved in trouble with the other settlers because he insisted upon his rights as the real owner of all the land under his patents. He brought suit and the courts decided against him. Thereupon he appealed, and brought the wrath of Governor Kieft upon himself because Kieft had cut off the right of appeal to the courts of Holland. The Governor told the clergyman that his decision was final and absolute and punished him with a fine of ten dollars and twenty-four hours' imprisonment. Doughty was disgusted and accepted a call from the people of Flushing.

About midway between Mespat and Flushing a village was founded in 1652 by a number of Englishmen from Connecticut and Massachusetts. They built a group of cottages in the neighborhood where the Presbyterian Church of Newtown now stands. The new settlement was called Middleburg after the town in the Dutch province of Zeeland where so many of the Puritans had found an asylum after having been driven from England. Middleburg received a charter similar to the one Mespat had been given. The large district between this new village and the East River was mainly occupied by farmers, mostly Hollanders who had received their land from the governor of New Amsterdam. They did not form a corporate community but continued for many years to be dependent upon either Flushing or New Amsterdam.

Being an English community, Middleburg suffered more from the troubles between the English and the Dutch than other settlements. In 1662 word was sent from Connecticut that the whole of Long Island was annexed to the other side of the Sound. This was exactly what the inhabitants who hated the tyranny of the Dutch desired, but they did not dare to acknowledge their allegiance to the English crown openly. They considered themselves as belonging to Connecticut but continued to send commissioners to New Amsterdam to fix the tithes. After a while they grew bolder and declared openly that they considered themselves English subjects. At the same time, and to emphasize their resolution, they changed the name of the village to Hastings. They must have been of a very independent way of thinking for they soon went farther and took steps to cut loose from Connecticut as well as from New York. They did not succeed in this, but accomplished another aim they had long had in mind. In 1665 they persuaded the convention assembled to pass new laws to add the outlying plantations, the Poor Bowery, Hell Gate Neck and other territory, to Hastings. The township as thus constituted received the name of the new

town, which remained until the annexation to Long Island City and is still used to designate the locality. The town grew very rapidly in comparison to others, and in 1723 all the land had been taken up. The inhabitants devoted themselves almost entirely to agriculture, and considerable quantities of fruit and vegetables were raised which even in those early times were taken to the growing city across the East River. Much land was left for pasture whereon horses, cattle and sheep were raised, mostly from stock brought from Holland and England.

With the growth of the city of New York as an industrial, commercial and financial center the importance of Newtown increased rapidly. The location was especially favorable as ocean going vessels could be brought into the creek and either be loaded with the goods manufactured there, or discharge the cargoes they had brought from all parts of the country and from foreign lands. Extensive lumber yards were the first enterprises to locate there but many other establishments followed, and some of the largest industrial concerns selected the banks of Newtown Creek for their factories. The farmers withdrew from the shore of the East River and the banks of the creek and moved farther inland, while commerce took possession of the acres they had abandoned. What would be the thoughts of the Reverend Doughty who relinquished an empire for a pastorate at Flushing with an annual salary of six hundred guilders, if he could see the changes that have taken place and in less than two hundred and



KISSENA LAKE, FLUSHING

fifty years transformed a wilderness, inhabited by savages and haunted by ferocious animals, into a hive of industry! But it is not given to man to look far into the future. Fortunately, we may say, for if the first settlers could have known the future value of their holdings they would have kept them, and distribution, diversification of human activity and other changes, which underlie all progress, would not have taken place so rapidly.

The Borough of Queens now forms, since 1897,

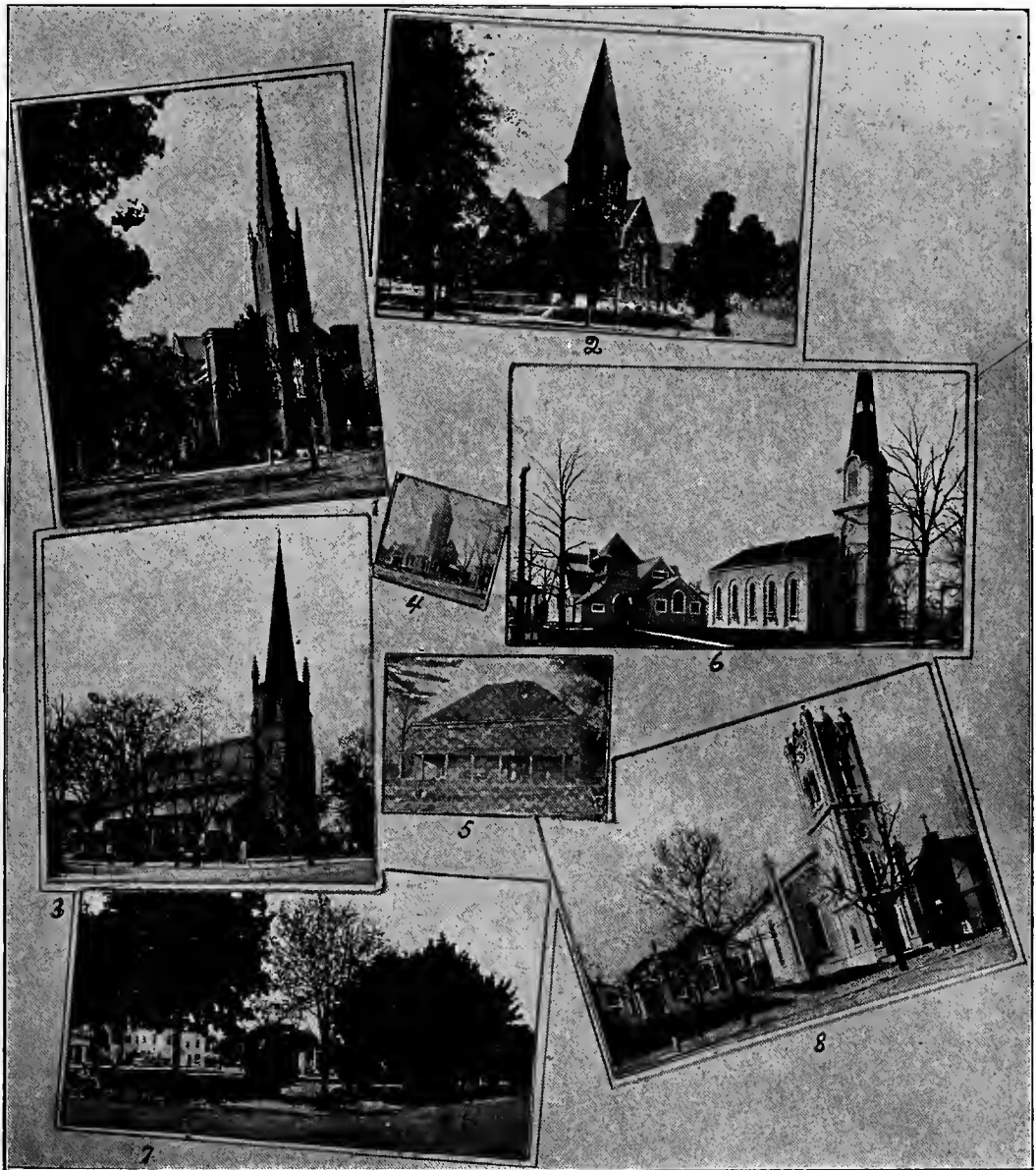
a part of the great city of New York. It had arrived at a point where further progress seemed in danger because the growth and development were so rapid that the means for furnishing the improvements demanded by an urban population could not be readily furnished by the inhabitants who still lived in comparatively scattered communities. Small cities had indeed sprung up in many parts of the territory but they were still separated by long stretches of vast land with insufficient facilities for transportation. New Yorkers who looked for homes surrounded by pure air, and who wanted to flee from the tenement districts desired good streets with sewers and other improvements to which they were used. To provide all this quickly was beyond the means of the still sparsely settled communities, and consolidation proved as much a boon to Queens as to other boroughs. Since it was accomplished, the borough has progressed in every respect, and bids fair to become one of the most valuable

parts of the immense city on the shores of the Hudson, the East River and the bay. Its population is rapidly increasing and the time is not far distant when its vast territory will be covered by factories and industrial establishments in the parts adjacent to the shore line, and by dwellings wherever there is room for them. The work on the tunnels and bridges which will provide quick and convenient communication with Manhattan is nearing completion and this will work wonders in the development of this borough, which, much too long, has been cut off from the heart of the city by natural obstacles. It is strange that a territory of so many advantages and after all so near has been so sadly neglected in this respect, but the assurance of a glorious future may help us to forget the past with its disappointments and often aroused but almost always destroyed hopes. The new Queens bids fair to see a growth that is unparalleled in the history of this and other cities.



SWITCHBACK R. R., ROCKAWAY BEACH





# FLUSHING CHURCHES, ETC.

- 1 ST. MICHAEL'S
- 2 FIRST BAPTIST
- 3 ST. GEORGE'S
- 4 REFORMED CHURCH
- 5 FRIENDS MEETING HOUSE FOUNDED 1692
- 6 CONGREGATIONAL
- 7 MURRAY HILL R.R. STATION
- 8 METHODIST EPISCOPAL



# ELMHURST, L.I., CHURCHES

- 1 BAPTIST CHURCH, THIRD AND WHITNEY AVE.
- 2 DUTCH REFORMED
- 3 METHODIST EPISCOPAL
- 4 BOULEVARD PRESBYTERIAN
- 5 ST. JAMES, FOUNDED IN 1704

# QUEENS BOROUGH OF THE PRESENT DAY

## PART II



THE vast territory now covered by the Borough of Queens still contains room for many thousands of homes. It might justly be called a borough of magnificent distances, and of widely differing natural conditions. Indeed, there may be found here almost any kind of surroundings man might wish for: the seashore, level plains, woodland, hills, and valleys. The settlements are slow to take on an urban character, and it is to be hoped in the interest of future generations that they will never do so. There are indeed districts of considerable magnitude that are entirely given over to industrial establishments, but they form, after all, only a relatively small part of the portion which has been built up. This refers, of course, primarily to localities where factories have been erected in such close proximity that there is practically no room left for dwellings, or where their business is of such a character that the neighborhood becomes unfit for residential purposes. Of factories or workshops which can be kept running almost night and day without interfering in the slightest degree with the comfort of the residents in the near vicinity, and which are distributed all over the borough, there are many, but they do not destroy, as a rule, the natural beauty of their surroundings, and are even, in many cases, constructed in such a way that they harmonize, as far as this is possible, with the appearance of the residential districts in which they are located.

The casual visitor who has neither time nor inclination to examine into the conditions lying beneath the surface, and who goes to the Borough of Queens with the sole intention to transact his business as quickly as possible, is naturally not in a position to form a correct judgment. As a rule, he sees only the business district, in most cases that part of the borough where most of the factories are located. Such a conglomeration of buildings entirely devoted to business of one kind or another is never and nowhere very attractive. Factories are erected where land is cheap because it is not fit for residences of the better kind. If the business carried on is of such a nature that it interferes with the comfort of those living in the vicinity, as is the case

with many factories of chemicals, oils, etc., the owner is especially anxious to locate where there is small danger that he will be troubled by complaints from neighbors who may appeal to the authorities to stop what may appear to them obnoxious and a public nuisance. Again, factories turning out large quantities of goods in the price of which the cost of transportation forms an important item must be located near a railroad or within convenient distance of the shore. All these factors combine to make a district where factories, railroad yards, docks and similar establishments are close together far from attractive. It is therefore not surprising that people who visit Queens with the sole object to transact business, who never get beyond the comparatively small circle within which the manufacturing activity is carried on, and who consequently see only the part of the borough devoted entirely to utilitarian purposes with no attempt at beautifying the surroundings, are disappointed and even disgusted. They shorten their stay as much as possible and go away with the impression that the borough is not a fit place to live in. Of course they are wrong, because their judgment is not based on a knowledge of conditions prevailing but upon a superficial impression produced by a casual glance at one edge of the subject they talk about without being familiar with it. But information derived in this way, and spread and disseminated by people who never take the trouble to verify the first and incomplete information, is readily absorbed by others of a similar bend of mind, who, unfortunately, form a majority, while those who withhold judgment until they have been able to make a full and exhaustive study of conditions are very scarce indeed. While we must deeply regret that the impression has gained ground and is held by many, that Queens is a borough filled with noisy and noisome factories, where people live only because they have no choice, it is human and to some extent excusable, and all we can do is to rise up against it and fight it wherever it shows until the truth is known to all.

It has been the misfortune of Queens that its face, so to speak, was turned away from the more rapidly growing boroughs of Manhattan and Brooklyn. If we use a little imagination and compare the Borough of Queens with a large

estate, we find that its beautiful front faces the Sound, while its back yard, with the shops and the outhouses, is plainly visible from the opposite shore of the East River. In addition we see that every traveler coming to Queens has to pass through the back yard, and that therefore his first impression is distinctly unfavorable. This is a decided hindrance to the development of the borough. The untold thousands who travel every year to and from the places of amusement on the shore of the Atlantic Ocean, or to and from the large race-tracks, ride along the anything but beautiful banks of Newtown Creek, and gain from them their impression of what the borough is. This is the first impression, and therefore the strongest, and it is difficult to dispel it, for the majority of people stick to a conviction once formed, and are loath to change it, even in the face of powerful arguments. Nobody likes to admit that he was wrong or mistaken in his judgment; it is rather human to defend a position once taken even after one has begun to doubt its correctness. And it is no exaggeration to state that perhaps ninety per cent of all the people passing through Queens Borough know nothing of it except that it contains dismal swamps, railroad yards and factories distributing evil smells and ugly to the last degree. This condition will change appreciably as soon as the Blackwells Island Bridge has been completed because then the traveler who is not obliged to stop near the river front will reach terra firma amid more attractive surroundings. The same holds true of the tunnels now being constructed. With improved facilities for reaching the heart of the borough the manufacturing district and all the unavoidable eyesores connected with industrial activity on a large scale will be hidden to the sight of the traveler who does not want to see them. To again use the simile we have employed before: it will no longer be necessary, in order to reach the real Borough of Queens, to pass through its back yard in full sight of what should be hidden as much as is feasible, for the visitor will in future travel over or under the district forming it.

Queens Borough possesses an advantage that can hardly be overestimated in the variation of its coast line. For a considerable distance from Newtown Creek, which forms part of the western boundary line, the East River affords easy access to seagoing vessels, and since the obstructions formed by Hell Gate have been removed, the fair way extends all along the Long Island shore. This was naturally the district where factories sprang up, and the deep channel of Newtown Creek was utilized to its fullest extent. The creek itself was of decided value for the development of the industrial activity, but was also, as has been pointed out, to some extent a detri-

ment to the growth of the borough in other directions. Its stagnant waters, only slightly influenced by the tides, and never cleared completely of the waste matter deposited in them, became polluted to a degree that was both disagreeable and dangerous to health and life. For a long time the idea was agitated to connect it by means of a cut or canal with Flushing Bay, but the project seems to have been abandoned. It is true that in this way the tide would have had a fuller sway, the waters of the East River and the Long Island Sound being able to enter at both ends, thus renewing and cleaning the creek or canal regularly, and it is also possible that by means of the cut some of the swamps and marshes on the shore of the Sound could have been drained easily, but there were weighty reasons against the undertaking. Aside from the great cost, it was at least doubtful whether the tide would have been strong enough to keep the water in the canal clean, and there was consequently great danger that the evil conditions existing along the line of Newtown Creek would be extended through the very heart of the borough to the shore of Flushing Bay. With better regulation and more active supervision on the part of the authorities, combined with stricter enforcement of the law, the sanitary conditions have been greatly improved, and while they are still far from perfect, they are no longer almost unbearable as was the case years ago. Improvements of this kind cannot be completed in a day, it takes many years to bring them about. There is no question that the low lands in that district will in time be filled in, that the swamps, which are both ugly and unhealthy, will be drained, and that the creek itself will be regulated until objection can no longer be raised. It will be a difficult work, but as the word impossibility has practically disappeared from the language of the modern engineer, it will undoubtedly be done.

The shore along the East River eastward from Pot Cove and especially along the Sound is different in character. For the most part it does not form a straight line but is broken by many bays and coves which lend infinite variety to the landscape and greatly enhance its beauty. Mostly, too, the water is shallow and the land cannot be approached by deepgoing vessels. In some localities it will, no doubt, be used for commercial purposes in time, but the fact that long and expensive piers will have to be constructed and that a great deal of dredging has to be done, justifies the belief that this part of the shore will be reserved for residential purposes until at least another generation has passed away. It would indeed be a pity to spoil it because nature herself seems to have intended it for the sojourn of human beings who love her beauties and who



- 1 RESIDENCE OF F. N. LAWRENCE, BAYSIDE
- 2 BOWNE PARK WHEN DEVELOPMENT WAS COMMENCED
- 3 RESIDENCE OF WILLIAM T. WILCOX, PARSONS AVE.
- 4 GOLF LINKS, FLUSHING COUNTRY CLUB.
- 5 SANFORD AVE. LOOKING EAST FROM LAWRENCE ST.
- 6 WILLET'S POINT ROAD AT BAYSIDE



### FLUSHING HOMES

1. RESIDENCE OF FREDERICK STORM, BAYSIDE
2. KNAUFF HOUSE ON PARSONS AVE.
3. RESIDENCE OF JAMES A. MACDONALD, JAMAICA AVE.
4. RESIDENCE OF F. R. BOWNE, SANFORD AVE.
5. RESIDENCE OF D. L. VAN NOSTRAND, BROADWAY



find the welcome and needed rest after arduous work by feasting their eyes on the placid waters of Long Island Sound, framed in wooded hills and covered with white sails and majestic steamboats gliding peacefully over the surface. With the bright lights of the settlements on the New York and, a little farther away, the Connecticut shore, the picture is indeed one to charm the heart and mind of anybody able to lay aside the cares of material welfare for a moment. The value of this shore has been recognized, and a broad boulevard is planned to run all the way from Astoria to Sanfords Point. This road will be, when completed, one of the finest driveways in the world, and will at the same time afford pleasure and relaxation to the multitude.

At the other, the southern, end, the borough reaches clear to the Atlantic Ocean. Jamaica Bay, with its marshy borders, intervenes, and waits for the inevitable effort to reclaim the low lands surrounding it. The bay itself is shallow and filled with hassocks or bars which are swept by the tides. They are of little value and serve mainly as places where fishermen may start from to pursue their sport. Still, the large body of water known as Jamaica Bay, and connected with the ocean by narrow channels or inlets, is of great value to the borough. Its present condition, and especially that of its inland shore, is not yet what it ought to be, but when the needed improvements have once been completed, it will be the largest body of water within the limits of a city. Like many other American cities, New York has grown so rapidly that neither the time nor the means could be procured to execute all the improvements which are desirable; on the contrary, it was imperative to limit expenditures to the actual necessities, and we know that even these cannot always be provided as quickly as should be the case. The time will come when the salt-water meadows on the shore of Jamaica Bay will be filled in, when the deep channels will be dredged, the low or sunken islands provided with embankments, securing them against the tides, and when the whole bay will be surrounded by buildings or parks. The city of New York will then boast of the possession of an inland sea and a district that in natural beauty will rival the Queen of the Adriatic of old, the proud Venice. This is no idle dream, for the reclamation of the lands in and around Jamaica Bay will be a paying venture at a not far distant day, and for this reason alone it will surely be undertaken.

Jamaica Bay is separated from the ocean by a narrow strip of land, part of that long bar that stretches along almost the whole southern coast of Long Island. This has become a pleasure-ground for the millions who are anxious to escape the stifling heat of the built-up sections of

the great city. At first inhabited by a few fishermen only, this strip of sand was visited by many thousands for a day's outing as soon as the construction of a railroad had placed it within convenient reach of the city. Permanent settlers followed, cottages and hotels were erected, and it was not long until regular summer colonies of considerable size grew up. They began to cover more and more space, while the buildings became more substantial every year until the permanent population which remained all the year around numbered many thousands. Rockaway, Seaside, Arverne, Edgemere, Far Rockaway and other settlements have grown into regular small cities from places where not so many years ago refreshments were sold in a rather primitive way to the multitudes who found their way there by railroad or by boat from Canarsie across Jamaica Bay, or direct from New York. The rough-



STATE NORMAL SCHOOL, JAMAICA

and-ready character of the place has disappeared, and the district is as well built up and regulated, and as substantial, as many others which were founded with much greater pretensions. Of late the available space has been taken up by campers who spend the hot period of the year under tents or lightly constructed shacks, and secure in this way all the benefits the glorious air and the sea provide at a very small outlay.

The surface of the borough is not as varied as its coast line. It has been stated that nothing but a few hilltops would remain visible if Long Island should sink two hundred feet, while on the other hand the Sound and the East River would disappear and New York would become an inland city, the Hudson River reaching the ocean many miles beyond Sandy Hook, if the whole territory around the metropolis would be raised two hundred feet. If the first mentioned change should take place, hardly a trace of Queens Borough would remain above the water. The hills which relieve the plains are in some places quite picturesque and furnish variety; they also permit the ever-watchful seller of homesteads to give nicely sounding names to the tracts he subdivides for

settlement, but they are not very high. While we are anxious to bring out all the good points of the borough, we do not intend to claim anything that cannot bear investigation, and it possesses so many charms that it is not necessary to add others the presence of which might be doubted.

Here are, indeed, still found the charms of true rural life with all the advantages the near neighborhood of a big city can supply. We find meadows and fields, copses and stretches of woodland, brooks and ponds in abundance. The noise of the bustling city cannot be heard but an occasional shriek of the locomotive or the buzzing of the electric car as it dashes past on the highway reminds us that we are not in a distant solitude but only very little removed from the activities of modern life at its highest tension. The fact is that Queens offers something to everybody, to the seeker for rest as well as to those who desire entertainment and even excitement. He who looks for these latter can secure them in a mild form in the settlements within the borough or, if he wants more of them, in the city across the East River. But wherever he lives and whatever his desires are, he can at all times, without preparation and without going beyond call from his hearthstone, enjoy the charms of nature as well as those of city life, and he will even within the confines of his home feel the influences of both.

At the present moment Queens is, of course, to some extent, in an unsettled condition. Where farms are changed into home sites, gardens into building lots, and old pathways into paved streets with gutters, sewers and conduits for electric wires or gas-pipes, an upheaval always takes place which leaves huge scars upon the landscape. The transition of a rural district into a citified settlement cannot be completed without a period of ugliness, and even destruction of many beautiful things. This is unavoidable, but we know that it is always followed by marked improvement and a still more beautiful future. The same conditions will prevail in Queens. Where there are now ugly embankments, looking for all the world like the trails of an army of sand-carts, broad avenues will be constructed, lined on both sides with imposing structures housing the many who cannot find room in the city which has finally swallowed the region where not so long ago the farmer, the gardener, and even the woodsman reigned supreme. But the expanse is so vast that another generation at least will pass before

Queens has lost its principal charm, its truly rural aspect as far as a large part of its territory is concerned. And it will never lose this entirely, because its shore line is of such a nature that it lends itself freely to every attempt of beautifying the city. There will always be plenty of variety, and, from the very nature of things, the borough will never be changed into a mere agglomeration of immense structures of stone and iron, truly majestic in its grandeur, but withal somber and monotonous, sometimes even forbidding. To some extent Queens, or at least a considerable portion of it, will remain a suburb of the more densely populated boroughs, a suburb in the best sense of the word, part and parcel of the city and as important as the other districts but just a trifle more charming, a little quieter and certainly more agreeable to everybody who does not set utility above everything else. All this will come about when the borough is brought nearer to the center of the city by improved transit facilities. We must ever come back to this important question, for upon its solution depends the present and the future development of this large and important part of the municipality. As soon as new bridges span the East River and tunnels are bored under the bed of the mighty body of water, the residents of Queens will no longer ask themselves what route of transportation offers the least chances of a journey being protracted beyond all reason, they will no longer hesitate to undertake a trip to the business district because this takes up more time and causes more discomfort than one to a city one hundred and more miles distant, but they will be whisked in any direction as quickly as human ingenuity can provide. Then, and not until then, will Queens take the place it deserves among the different boroughs of the city, and the present generation can indeed congratulate itself that it is destined to see these works completed and the last link in the chain forged that will surround Manhattan, Brooklyn, the Bronx and Queens, and that will forever remove the wall which nature had erected between Long Island and Manhattan Island. Then will we see again how the human mind and human strength can overcome and conquer the brute forces of nature, and then we may once more triumphantly point to American enterprise, ingenuity and achievement, which ever find new means of providing for the countless multitudes that throng the shores of the richest country on the face of the earth.



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- 1 FLUSHING CREEK BELOW THE BRIDGE
- 2 BATHING SCENE AT COLLEGE POINT
- 3 KISSENA LAKE IN KISSENA PARK
- 4 CROCHERON'S HOTEL (BURNED IN 1907) ONCE BOS S TWEED'S HEADQUARTERS
- 5 FLUSHING BOAT CLUB AT POINT RUTH



### ELMHURST, L.I., STREET VIEWS

- 1 EIGHTH STREET AND WHITNEY AVE.
- 2 NORTH TERRACE
- 3 NEWTOWN HIGH SCHOOL
- 4 POLICE STATION AND COURT HOUSE
- 5 SHELL ROAD AND THIRD STREET

- 6 CARNEGIE LIBRARY
- 7 PUBLIC SCHOOL NO. 80, BLISSVILLE
- 8 BROADWAY
- 9 HOFFMAN BOULEVARD
- 10 DEWITT CLINTON MANSION

# NOTEWORTHY BUILDINGS AND PLACES

## PART III



IT is worth our while to look a little closer at the attractions Queens Borough has to show both as regards its natural advantages and those created by mortal man. To enumerate them dryly and in regular order would indeed present the facts as they are, but in a very cold way and without producing the right impression. For an array of figures or facts may indeed stagger the human mind and compel the admission that something truly great and imposing is being shown, but it will not impress itself in such a way that the real meaning of such facts and figures is comprehended. The man who has never seen a larger sum than one hundred dollars and has all his life been compelled to count his single dollars cannot comprehend what the possession of a million means. When we read in the reports of the Census Bureau that one state alone produces ten millions of chickens annually, we stand in awe before this enormous total, but we cannot form a conception of what it really means. Even if all these animals were driven past us, we could not bring our mind to form an accurate estimate of the whole number taken as one solid mass. Beyond certain figures or limits which we can readily see and measure, according to what we are accustomed to deal with or have learned to handle, our imagination refuses to work. If we were desirous of forming a correct conception of what the figures given in the case in question really mean, we would have to visit that state and go from farm to farm, from city to city, and from one shipping point of poultry to another in order to see all the phases of the industry of raising chickens. We would then know what it means when we hear that a state raises so and so many millions of chickens, but the mere figures would even then remain meaningless to us. In the same way, if we would mention all the beautiful and important buildings in Queens, we would, at the end of the recital, know little more than that there are fine buildings there. But if we contemplate all the beautiful spots in the borough, whether structures raised by human hands or scenes provided with lavish hands by nature, we will be impressed with the fact that there is much to see of many

different kinds, and it will be much easier for us to appreciate fully what there is worthy of it. We will for this reason select the objects that should be pointed out and remembered, at random and without any special system that would only be a hindrance to the full and unfettered sweep of the imagination.

We begin, of course, with the most important building in Queens Borough, inasmuch as within its walls a large part of the official life of the municipality centers. It is the Queens County Court-house, and was finished in 1874 before anybody thought of consolidation. A large and imposing structure in the style of the French Renaissance with a high mansard roof and tower, it is visible from a long distance, standing as it does on elevated ground. For a long time the surroundings were neglected, the growth of the borough not progressing as rapidly as the builders of the court-house expected when they placed it some distance away from the more densely settled district, and it appeared somewhat lonely and out of place. Passengers on the railroad used to wonder what the large building might be, never dreaming that a court-house would be erected in any other spot than upon the principal square or place of the city, this being the custom almost everywhere, but the men responsible for the selection of the locality may have, in the fullest sense of the word, builded better than they knew, for the court-house will without question be soon surrounded by buildings of modern construction instead of the old and small houses which form the largest part of the old Long Island City, and it will thus, with its site which overlooks the surrounding district for a considerable district, be much more imposing and present a grander appearance than if it had been erected in the center of a comparatively primitive settlement which will not change its character, once established, for many years to come.

Not so very far away we find another fine building, the old First Ward School of Long Island City, which now forms, of course, a part of the school system of the Greater City. It must be pointed out with emphasis and pardonable pride that this fine structure was erected by Long Island City long before consolidation, and indeed before the old city of New York began to build the large, beautiful and modern

schoolhouses which during the last decade have sprung up all over the territory under the jurisdiction of the Board of Education. It shows that the residents of Queens were not at all behind New York in their estimate of the importance of a good education, and in the readiness to provide suitable means for this purpose. In fact, they were just a little ahead, if anything, and if later on the older boroughs progressed with somewhat greater strides, the reason for it was at least in part that Long Island City had already provided sufficiently for its children and could wait a while until other districts caught up. If the excellence of the school system and the munificence with which the tools required—



BOARD WALK, ROCKAWAY

which includes, of course, buildings as well as books or teachers—are furnished permit a conclusion upon the character of the inhabitants of a community, we are safe in saying that the Borough of Queens contains a very superior kind of men and women.

Then there is the old Town Hall in Jamaica, a large, solid and substantial looking structure in a style that was very popular for public buildings a generation or more ago, and which may be called a modified French Renaissance with a sprinkling of colonial. It has also a mansard roof and a tower, not so high as the court-house at Long Island City, and with a flat instead of a dome roof. The predilection for mansard roofs on the part of our immediate forefathers is not easily explainable, but that it existed there is no doubt, for we find this construction not only in public buildings but in many private residences that were built with the desire to make somewhat of a showing. In this case at least the mansard is high and roomy with large windows which give light and air, and the many tall chimneys surrounding it make a very picturesque effect. As a whole, the building, with its noble lines and free from any attempt at cheap decoration, makes a very dignified impression, although it is a little old-fashioned. Jamaica has a number of very pretty streets, some of which are lined with mod-

ern cottages, while in others the Dutch and the colonial style, which were exclusively used in former times, as well as the age of the buildings remind us that the village was settled long ago by families of importance and dignity who have left their imprint upon the community and whose descendants still dwell among us. The stately old trees give a special charm to many of these thoroughfares, and streets like Clinton or Hillsdale Avenues are indeed an ornament to any city. There are many such avenues in the different settlements in Queens, and we will mention some of the more important and prettiest in the course of our narrative.

Entirely different, though not less charming, are for instance the views our eyes meet in Far Rockaway. Here the soil, with its large admixture of pure sand, and the high winds prevailing during the wintry season present conditions which do not favor the growth of tall and strong trees. Again, the settlement is more modern, and instead of streets we find very broad avenues at whose intersections shrubbery and even flower beds are placed. The cottages, of all styles of architecture and in many cases the result of the whim of the owner or builder, present an ever changing picture, made lively and attractive by the constant change in the surroundings. Here we find spacious lawns covering a wide space around each cottage, and relieved by shrubs, flowers and plants that are carefully nursed. There is nothing of tradition, nothing of bygone days in this settlement, nothing that reminds us of the past, but everything calls to the mind the life of the present with its yearning for the bright side, for beauty, and for the enjoyment of everything the world offers to him who is in position to enjoy it.

From the shore of the Atlantic we jump to the East River and take a peep at the busy water front of old Long Island City. The background is formed here by high factory buildings, uniform and even monotonous in their appearance, devoid of decorations, showing that utility pure and simple was considered in their erection, but the high smoke-stacks pour forth volumes of smoke and tell the story of activity going on within those somber walls. Here is the backbone of the strength of Queens, so to speak, for here all the nerves that make the independent position of the borough possible run together. Nearer at the shore are the docks with the long rows of piling extending far into the river. Alongside the bulwarks erected by human hands mighty ocean steamers flying the flags of all the nations on the face of the earth and manned by crews of many nationalities, are fastened to terra firma. They rock to and fro, as if they were impatient to be cast loose and to be permitted to do battle to their constant enemies, the waves of





THE OLD VAN PELT HOUSE, LONG ISLAND CITY



THE OLD DEBEVOISE HOUSE, LONG ISLAND CITY



THE OLD STEVENS HOUSE, LONG ISLAND CITY

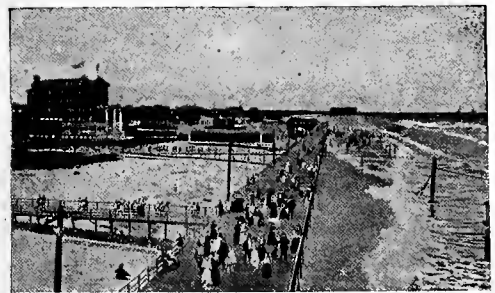


THE OLD GOSMAN HOUSE, LONG ISLAND CITY

the wide oceans, but they are firmly held in bond until the human pigmies that master the enormous monsters are ready to release them. Some of them have brought valuable cargoes from far away; perhaps sugar from the Hawaiian Islands on the other face of the globe, or lumber from the coast of the Pacific, or goods, that are to be used in manufacturing articles, from Europe or Africa. Others, empty bellied, are being filled with petroleum that will light the small cabin of the semi-savage in a far-away land, or with the product of one of the many factories in this section. Other steamships, smaller and of less solid build, and sailing vessels bring cargoes from nearby ports, from New England, the South or the West Indies. They come and go constantly and remain only long enough to be relieved of their loads, or to be stuffed again until no space is left between their timbers. And while they are busy but resting from their long voyages, the large Sound steamers, carrying many thousands, pass by, flags flying, bands playing and whistles hoarsely saluting; small craft of all kinds go up and down the river, the expensive private yacht, the swift motor boat, the fisherman's yawl and the modest catboat. With the regularity of clockwork the broad ferry-boats, which seem to rest upon the surface of the waters, run almost noiselessly from shore to shore, landing at either end of the trip with a great deal of clanging of bells, tooting of whistles and crashing of timbers. They take on and discharge immense throngs of busy people, either on the way to work or returning to their homes. But the army of workers which fills these flying bridges does not form an incessant stream that flows without interruption. During the middle of the day, when it has slackened, its place is taken by the many thousands who desire to escape the city and to find health and recreation on Long Island. Especially during the summer and while the racing season is on, these boats are filled with men and women of means who are in search of pleasure. Long rows of automobiles take the place of the trucks laden with produce or manufactured articles, and in place of the blue jumper of the workingman we see the long, light-colored coat of the chauffeur and the filmy lace garments of Dame Fashion. The finest sight, however, for the man or woman who feels for humanity is offered on Sundays and holidays when the toilers from the large city wend their way in untold numbers toward the glens and meadows of Long Island, toward the gardens and the many resorts along the shore. Happy and full of expectation, filled with the ardent desire to spend one day of the week among the beauties nature provides for everybody, yearning for fresh and invigorating air,

they come forward, clad in their best and full of peace and good will. And in the evening they return, tired but happy, their arms holding large bunches of wild flowers, their faces bronzed by the sun and the winds, their lungs expanded with the fresh air of the sea, and ready to begin battle again on the morrow for a life that after all offers so little real enjoyment. Indeed, the ferry-boats plying between Manhattan and Queens see many phases of human life, and here one might study almost all the different and so widely diverging conditions in which man is placed by fate and the consequences of his own acts.

Not very far from the shore of the East River we find a typical settlement of people who toil hard during the day and desire to be as near to nature during the hours of rest as is possible for men who must work early and late, and who for this reason cannot live at a great distance from the factory, the workshop, or the office. This is Woodside, aptly named because it is near to a large tract of woodland and itself half village and half garden. The houses are for the most part of a modest type, but in almost every case surrounded by well and neatly kept gardens, and the streets are lined with tall shade-trees. Whole rows of these may be justly called not only beautiful, but magnificent, and a view of the settlement, when the trees are covered with green leaves, is enchanting. One



BOARD WALK AND BEACH, ARVERNE

perceives a cluster of dwelling-houses interspersed with broad green ribbons, and the whole scene gives the impression of peace and contentment which indeed the residents of Woodside feel when they have left the dust of the hot factory behind and breathe the pure air fragrant with the aroma of the maples and lindens on all sides. Close to the settlement proper and forming a part of the former village of Woodside is a range of low hills, though they are high enough to permit a view of the surrounding country, the East River and the higher buildings on Manhattan Island. Here are located

the residences of a number of prominent New York business men, and the city has selected this spot for a park which will be established as soon as the necessity arises. For the present the children of the neighborhood have the woods to roam in and are not in need of artificially laid out playgrounds, but the time will arrive when they will, like their less fortunate brothers and sisters in the big city across the river, be confined to the street or the back yards unless the community provides other places. This will be done, and with wise foresight the spot has already been selected as one especially adapted for the purpose on account of its location and natural beauty.

Farther out on the Long Island Railroad, but still within easy reach of the business district we find a settlement which is somewhat different from Woodside as well as from Far Rockaway. It is somewhat more pretentious than the former and not quite as much so as the latter. This is Hollis, with several subdivisions, as Hollis Terrace, Hollis Gardens, etc. A great many people who formerly lived in Manhattan or Brooklyn have settled here and built comfortable houses some of which are very substantial and even much above the average. The settlement is comparatively new, and it therefore lacks the one feature which makes Woodside and other older villages so attractive, namely, the shade-trees. It is true that in Hollis all the avenues and streets are lined with trees, but they are still young and tender, and many years will elapse before they give to the settlement that characteristic impression of dignity and repose that is always connected with the long rows of tall, wide-spreading and ripe old trees, which we see in the older communities. But Hollis is developing finely and is attracting a very good class of residents. There is no doubt but that it will be one of the best known and most highly appreciated localities in Queens within a very brief space of time.

There are a number of such settlements within the confines of the borough, of all classes, kinds and grades. Cedarhurst, not far from Rockaway, is again different, inasmuch as it has attracted quite a number of rich families who have founded a colony of New York society. Here the buildings are, of course, very elaborate; some of them can hardly be called cottages but are really large houses, though they are built in a style which reminds us of the lightly constructed summer house. They are in many cases provided with stables and garages, and not a few of the establishments are equal to those at Newport and other places where the wealthy go for their amusement. The residents of this

section devote a considerable part of their time to sports, such as races, golf and fox-hunting. Some of the best known amateur riders of the country reside here.

It has already been mentioned that a wide road is going to be constructed along the shore of the Sound from Astoria to Flushing, but this will, of course, take time. It will require the expenditure of a great amount of money, and cannot be begun until more urgent and immediately necessary improvements have been completed. But there is already a road in existence, which does not extend over the whole distance mentioned, but which is very pretty and will not be forgotten by anybody who ever drove over it. It is the shore road, or as it is sometimes called, the shore drive in Astoria. Here we have on one side green meadows, houses, gardens and trees, while on the other one are the placid waters of the Sound. The road follows the windings of the shore and gives us an opportunity to admire the inlets and promontories which mark the boundary between land and water like a miniature reproduction of the coast line of a mountainous country. It is a charming stretch of road, peaceful and idyllic, and from it we can form an idea how grand and beautiful the shore road extending all along the borough will be when completed. Still, the true lover of nature will regret the disappearance of this pretty bit of road, or rather its transformation into a broad paved highway with artificially made flower beds, fountains and ornaments, and bordered by carefully trimmed trees. When all this has been introduced and the multitude crowds the new drive, the world will be richer by a beautiful piece of work, but a bit of nature, precious to many, will be lost. But we must not complain for it is unavoidable that the growth of the cities does away with many things which we would like to retain, and which ought to be retained, but must make room for the inexorable demands of stern necessity.

Some distance before the settlement of Steinway is reached the old shore drive winds its way inland, and emerges again from the built-up part, at the shore of the Bowery Bay. Ever since colonial times, New York business men built houses on this bay in order to spend the summer. Later on the Steinways had their cottages here, and in the early nineties the late William Steinway conceived the idea of founding a place where the masses could find innocent amusement. He succeeded in interesting the well known brewer, George Ehret, and soon the new establishment, Bowery Bay Beach, was in full swing. The name was shortly after changed to North Beach. The place was built up on quite a large scale.



THE OLD BRAGAW HOUSE, LONG ISLAND CITY



THE OLD MOORE HOUSE, LONG ISLAND CITY



FLUSHING POST OFFICE

RICKERT-FINLAY BLD.  
BACH BLD.

N.Y. & N.J. TELEPHONE BLD.

SCHUMACHER BLD.

ROGERS BLD. AND STATION AT BROADWAY, FLUSHING

BARTLETT BLD.

BUSINESS BUILDINGS IN FLUSHING



All the popular forms of amusements were provided, theaters, merry-go-rounds, Ferris wheels, toboggan slides, chutes, etc. A wide road along the shore was laid out, and an old mansion changed into a restaurant. The place became very popular although it could not successfully compete with Coney Island and the resorts on the shore of the Atlantic. Still it grew and flourished and furnished enjoyment for many who lived in localities from which North Beach could be easily reached.

After having contemplated nature we will return to a few of the building that are worth being noted. The first structure that confronts the passengers alighting from the ferry-boats in Long Island City is the depot and terminal of the Long Island Railroad. It is not a very imposing or beautiful building; it seems rather to have been erected with a view of furnishing the space required for the transaction of business with as little expense as possible. The railroads of this country have not yet learned to appreciate the fact that in the erection of stations and depots other considerations should be weighed than the mere question of providing office space and the absolutely necessary shelter for the waiting passengers. They seldom consider the comfort of the passengers sufficiently, and only in a few instances have they made attempts at ornamentation of their buildings. This policy may justly be called short-sighted, for even a railroad should try to secure the good will of its customers, that is, the passengers who furnish so large a part of the income. Of course, the Long Island Railroad has a monopoly of steam transportation in the territory it serves, but this should not prevent it from caring for its passengers to the fullest extent of its ability. And who knows, whether in the near future steam transportation will not be superseded by electricity on an island that is by no means too large to be traversed in every direction by electric cars, running swiftly and with great frequency? However this may be, the fact remains that the depot at Long Island City is substantial enough but by no means worthy of the great railroad which it serves, nor commodious enough for the large traffic it has to accommodate at times. There is one fact which may excuse the railroad for spending more money for it, and that is the probability that after the completion of the Pennsylvania Railroad tunnels this station will lose a large part of its present importance. If it is maintained in future as heretofore, it would not only appear to be the duty of the railroad to replace the present barnlike structure with a larger and more artistic building, but it may also be said without serious danger of contradiction that such a step would serve the

road as an advertisement the value of which in regard to enlarging its business can hardly be overestimated.

A building of an entirely different type and devoted to an entirely different use is Grace Episcopal Church in Jamaica. There are many larger and more highly ornamented churches in this country, not to speak of the Old World, but there are few that in their exterior appearance so thoroughly express the spirit that reigns within and lend to the erection of the church. The dignified and massive building itself, covered with green ivy and surrounded by beautiful trees, shows that repose which is the touchstone of true art and which arouses contentment and the blessed feeling of quiet peace in the heart of the weary wanderer who approaches it. But the finest feature of this church is its tower, rising upon massive stone columns or piers, from the tops of which, above the belfry, a spire rises that is the very embodiment of beauty and symbolistic significance. This spire tapers so gracefully that it appears much higher than it really is, and it fills everybody who is not completely dead to the higher emotions with the desire to follow it up and up into the regions where its highest point seems to be lost. If ever a spire deserved to be called the finger that points out the way to heaven, that calls the sinner to the road leading to salvation, it is certainly this one of the Grace Episcopal Church of Jamaica.

The flower gardens of Floral Park have been mentioned already. On a level plain we find here almost every known variety of plants and flowers that will thrive in this climate. Immense beds are covered with blossoms, and shrubs as well as trees surround us on all sides. Especially during the spring and early summer the scene is really enchanting, and the air is filled with the fragrance of millions of flowers. The effect is not limited to the vast stretches of ground where plants are grown for the market or for their seeds, but the residents of the neighborhood naturally profit by the nearness of the greenhouses and flower plantations, and emulate their example in their own gardens which are as fine and perhaps finer than those in most of the other settlements. There is only one thing missing: the old trees which give so much character to a landscape. We find them in the pretty and well kept Flushing Park, surrounding a beautiful fountain and giving shade and coolness to women and children, who come here to rest or play. They are also to be seen in old Newtown, shading the avenues that have not yet been changed by the forward march of modern buildings. Several of the roads have retained their rural character and lead the wanderer through gardens and stately groups of high trees past dwellings that are both

attractive and speak of quietness, peace and happiness.

Going back to Astoria, we find in Main Street especially all the signs of a steady transformation. The old wooden buildings are slowly disappearing, and in their places arise substantial houses of brick and stone. Many blocks are built up solidly, and every year brings not only improvement but also extension. The principal streets and avenues do no longer impress the visitor who arrives at the ferry landing as if they were straggling away from the busy center of the village



GRACE CHURCH, JAMAICA

into a distant desert, halting here and there, with great gaps in the rows of houses, but they are becoming compact masses. At the same time the stores are growing larger and more pretentious, the indications are getting stronger that business activity is on the increase, and that in this respect also the borough is striving to become independent of its neighbors. Main Street, the principal business thoroughfare, is no longer a cheap and tawdry imitation of a similar street in a large city, but a real center of considerable importance. Traffic is heavy here, even if we do not consider the long lines of trucks and wagons which wend their way toward the ferry in the morning, and return empty in the evening. Trade is brisk, and the electric cars, moving swiftly among the delivery wagons and the carriages with the help of which the residents transact their business, make the scene a lively one indeed. It becomes especially attractive on a summer holiday or Sunday when the throngs of city dwellers in bright garments and with the joy of the pleasure seeker upon their faces roll past in the cars or wend their way slowly to their destination on the sidewalks. Astoria can indeed be proud of the way in which its main business street is growing and improving. And this is a

good sign, for the condition of the principal thoroughfare, and the fact whether it remains stagnant or is constantly changing for the better, is a good indication of the prosperity and the enterprise of a locality.

There are two or more churches in Jamaica which deserve notice. They are both built in a much simpler style than the one we have described, because the denominations which worship in them are devoted to greater simplicity in this respect, but they are also fine buildings. The Chapel of the Sisters in Prospect Cemetery is a massive, square, vaultlike structure with an arched entrance, showing a deep recess. It is eminently fitted in design for the purpose it serves and makes a deep impression. The Reformed Church is larger and more pretentious, but also quiet in design and outline. According to custom, its steeple is cut off abruptly just above the belfry, but the broad sweep of steps leading to the entrance and being flanked by two projecting towers gives the building an open and inviting aspect which is exceedingly agreeable. The high and broad windows on all sides, surmounted by round arches, fill the church with a flood of light. As is eminently fitting, this church is enclosed by green trees, while the Sisters' Chapel is surrounded by dark firs and cedars.

A striking contrast to these modern houses of worship is furnished by the old Quaker meeting-house at Flushing which was erected in 1695. It is a square building constructed of clapboards with a shingled roof that slants from all four walls towards the center, leaving but a short ridge line. The foundation consists of rough stone, and on one side a small porch is added. The windows are square, and about the only attempt at diversification is shown in the fact that in one of the long walls the two outer windows are of about double the size of the two inner ones. However, other reasons may have caused this departure from strict and rigid simplicity. Under any circumstances, the old meeting-house shows how little our forbears asked for unnecessary decorations, and how firm they were in their resolve to allow nothing to interfere with their thoughts in worshiping.

Not far from this meeting-house stands the old Bowne house which is even older, having been erected in 1661, a low, long structure, built of the same material. It is almost hidden by bushes and vines that reach to the eaves of the steep gabled roof. In appearance it is not very much different from the old houses we find in many of the Eastern States and even in New York and New Jersey, but it is noteworthy because it has withstood the march of several centuries and still serves its purpose, although on all sides modern structures have grown up.



THE OLD PAYNTAR HOUSE, LONG ISLAND CITY



THE OLD DURYEA HOUSE, LONG ISLAND CITY



THE RAPELYE MANSION, ASTORIA



THE OLD WASHINGTON HOUSE, LONG ISLAND CITY

Astoria does not stand alone as far as modern business buildings are concerned. There are at least a dozen similar examples of enterprise in Jamaica. The building of the Bank of Jamaica is one of the best. It is built of brick, three stories high, with large arched windows in the two lower stories. Very substantial, as a place where money is deposited and kept should be, the structure contains as fine offices as can be procured anywhere, and is a real ornament to the village at the same time. In Jamaica we find also the Adikes Building, erected by the firm of the same name, and used by them for their extensive provision trade. Here it was not desired nor necessary to produce the effect of solidity and firmness, and more attention was given to the ornamental side with great success.

There is only one short step from business to manufacturing, or, rather, the two are so interwoven that they can hardly be separated. A description of the Borough of Queens would indeed be incomplete if the giant factories of the firm of Steinway & Sons at Steinway were not mentioned. We have seen how William Steinway bought a large tract of land near Bowery Bay with the intention of erecting his factory and houses for the employés. The buildings devoted to the making of pianos now cover several acres, and there are also several other enterprises connected with the establishment. They are, of course, factories like all others but still a little different from a great many in that they are well taken care of, and that an attempt is made to hide the ugly spots which cannot be obliterated entirely where a business of this nature is carried on. The Steinways did not consider their duty done when they started their factories, and they did not leave it to their employés to find shelter as best they could. They either built dwellings and rented them to the working men, or they assisted them in acquiring their own homes. And one of their first steps was to build a gas plant and water works, in order to supply the comforts and conveniences to which modern man is used. The village of Steinway that sprung up around the brick piles forming the workshops of the firm was in many ways far ahead of other settlements in Queens for a long time, even of some situated much nearer to the former city of New York and the line of travel from thence to Long Island. It was laid out on a liberal scale, and its principal thoroughfare, Steinway Avenue, is a broad road with spacious sidewalks protected by shade-trees. It bids fair to become one of the most important and at the same time most beautiful streets of the borough, especially as the district is rapidly developing and cottages are springing up on the side streets in goodly numbers. Several blocks are already completely covered with

brick buildings containing stores on the lower floors. Taken all in all, Steinway is rapidly proving the foresightedness and good business judgment of its founder who saw it grow up but did not live to see it flourish and take first rank among the newer settlements. He was the first one to perceive that a tunnel under the East River was the best means of securing communication between Manhattan and Long Island and thereby developing Queens. He secured the first franchise for the underground passage between the two boroughs, and while he was at the time attacked from many quarters for his foolish notion, as it was called, that people would ever care to travel through a hole in the ground, events have proved that he was right. Not Steinway alone, but the whole Borough of Queens has already felt the effect of the construction of tunnels that are not yet in use, and it will feel them in a much larger measure as soon as electric underground transit to Manhattan Borough has become a reality.

A view of College Point shows a friendly village laid out for the most part in regular squares. It is really a small city, with good schools, factories, and everything else that makes a communi-



PRESBYTERIAN CHURCH, JAMAICA

ty complete. Outside of the part in which the large mansions and spacious grounds of wealthy families are located, the dwellings are for the greater part nice and well appointed cottages that can be erected with moderate outlay. Pretty gardens and fine trees are there in abundance and give the village a friendly air, at the same time protecting it against the danger of becoming cified. It is hardly possible to combine the advantages of city and country life in a more perfect way than is done in College Point. It should be mentioned that near the shore we find several large establishments which, with other similar

places at Whitestone, provide entertainment for large excursion parties. Here most of the outings of the political organizations of the Greater City are held, enormous quantities of victuals and liquid refreshments are disposed of in one day, and many a political deal that does not see the day until months after is engineered. One large building at College Point must not be forgotten: the Berechah Orphanage, an institution, as the name indicates, for the care of orphaned children.

Let us return to the seashore and glance once more at the Rockaways and Arverne. We have spoken of the cottages along the wide roads. There are also other things to see; in the first place the large hotels which cover considerable ground and house thousands during the summer months. With their myriads of lights, the sound of the music and the conversation of the guests, with the many-colored dresses of the women and the dull beating of the waves against the sandy shore, they form an enchanting series of living pictures as one wanders along the strand after the sun has set. In the daytime the scene is not less interesting and varied. Hundreds, aye, thousands of people are in the water, enjoying the refreshing salt water and the surf which throws them in all directions when the heavy rollers come in. Others rest on the white sand after the bath or indulge in games, if not in innocent flirtation. Others again lounge on the broad piazzas and verandas of the hostelrys, enjoying the meals or gazing idly over the broad expanse of the ocean and the foam-capped waves. Along the shore we find a number of charitable institutions where invalids, especially women and children, are cared for, and others which give to poor mothers the opportunity to rest for a day or a week, or if need be, even longer, from their arduous life among the tenements. There are also the nurseries devoted to the care of smaller children, many of whom would never see the ocean or feel a cool breeze on a summer day if more fortunately situated people did not furnish the funds for establishing the homes devoted to so noble a purpose. These children from the densely populated districts of the big city enjoy the novelty of a trip to the seashore certainly as much, perhaps much more, than those who take it frequently. The difference is, however, not visible, for the army of children that romps on the sand or in the surf, or enjoys the delights of the merry-go-round and other similar contrivances, is entirely unanimous in the conviction that nothing better can exist in the world and in the life to come. The seashore is a great leveler as soon as the hotel, the cottage or the boarding-house has been left behind, and neither the necessary regards for fine company nor the fear of appearing to disadvantage before the dignified waiter

forces constraint upon the man intent upon making a good appearance. And after the clothes are taken off that shut the real man off from air and sunshine, when the bathing suit has been donned then democracy reigns supreme and all are alike, act alike and seen to become familiar with each other without formal introduction. It is curious how man or woman changes according to the clothes he or she wears, and it seems as if even the most dignified and exacting did not consider it necessary to keep up the rules laid down for constant use, the moment their clothes do not require it any longer.

And the variety we see in the life at the seashore we find also in the buildings that comprise the settlements. The large and expensive villa with spacious grounds, the small cottages standing close to each other, the big hotel with wide verandas, the small boarding-house catering to the great middle class, the pretentious store with plate glass windows containing a stock of goods large enough to feed a village, and the little stand erected for use during a few months only, they are all neighbors and permit all elements of the ever-changing army that seeks not only rest and recreation, but frequently also the opportunity to get rid of a superabundance of temperament, to fill their wants according to habit, inclination and the size of the purse, which is always the final arbiter and against whose decision no appeal lies. Thus we see Seaside Avenue for instance, with its long rows of low wooden buildings, of which only a few rise above the second story, and again we find a block away another street with substantial brick, iron and stone structures, like the one of the Far Rockaway Bank on Center Avenue. No less imposing are the Wynn Building and the Jennings Building, as well as many others too numerous to mention. And while the greater part of the cottages at Far Rockaway stands upon large plots of grounds, there are there as well as at Arverne rows of them which are divided only by small strips of grass or narrow beds of flowers. These smaller cottages are roomy and in almost every case encircled with broad verandas, but there is a certain uniformity about them. They are all the same distance apart, and their front steps form an absolutely straight line. A row of a dozen or even more cottages may be built from two, or at the most three, sets of plans alternately employed. In other words, there is no real variety visible, and the uniformity is only sufficiently interrupted to avoid monotony. These houses have not been erected by the people living in them, but by enterprising builders who let whole rows of them go up at the same time, and either sell or rent the completed dwellings. It is true that districts developed after this plan lack individu-





KING MANOR, JAMAICA



COLONIAL HALL, JAMAICA



ARMORY 17 SEP. CO. N.G.N.Y., FLUSHING



PUBLIC LIBRARY, FLUSHING



OLD MANOR HOUSE IN EAST RIVER PARK

ality, inasmuch as the owners or occupants of the dwellings have had no opportunity to give play to their individual tastes, but it would be decidedly wrong to infer from this that they are ugly. On the contrary, the sameness which may be disagreeable and almost offensive when blocks of houses exactly alike in every particular are erected in the city where they adjoin each other and where materials like brick and stone are used, does not appear in the outlying districts for various reasons. One of them is that intervening spaces soften the monotony, and that in very little time little touches of individual taste appear in the treatment of the garden spaces in front of the buildings. Again, a dwelling constructed of wood appears much lighter and friendlier, and even if several of them, alike in every particular, are placed alongside of each other, they do not produce the effect of sameness which is fatiguing to the eye. And above all, American builders have hit upon a way of constructing these frame cottages that is not only eminently practical inasmuch as it reduces the cost and permits of the erection of many of them at the same time and with great despatch, but also gives to them an artistic exterior pleasing and tasteful at the same time. Add to this the opportunity to decorate the wide verandas, of which the inhabitants make the fullest use, and it is comparatively easy to overcome the tendency to monotony in a row of similar buildings to combat which is a hopeless task as far as brown-stone houses are concerned. The natural consequence is that districts like Rockaway, Far Rockaway and Arverne are distinctly pretty localities where it is good to live and to visit even if the presence of the ocean with all its pleasures is left out of account.

Once more we must retrace our steps and take another look at Jamaica, so long the principal place of the County of Queens. Here, as we have already seen, the past and the present are close to each other, and modern and old buildings rub elbows. The old Governor King home shows the way in which our forefathers built their houses. It is a large, square structure, the walls covered with weather boards, and the windows set wide apart. One can see that there must be plenty of room in the house for the massive pieces of furniture which could not be placed in modern dwellings with their many openings for light and ventilation set closely together. We are reminded that fashion, much abused, is after all not altogether unreasonable in its demands, but that it is closely related and interwoven with the customs and habits of life. And these are not taken up at will or on account of a sudden and often unreasonable whim, but are more frequently the natural consequences of changes brought about

by necessity or unalterable conditions. Thus the improvements wrought in the construction and use of heating apparatus caused a complete upheaval in the construction of dwellings. As long as the open fireplace reigned it was difficult to produce the warmth necessary for comfort. Quite naturally great care was taken to shut out the cold air as much as possible, and just enough windows were provided for to give the light required and to permit of ventilation. Thus every room contained large wall spaces and furnished the opportunity to place immense bedsteads, wardrobes, cupboards, etc., without interfering with the freedom of movement. When the self-heater came into use, it was possible to have more and larger windows, and under the modern system of heating by hot air, water or steam, there is no longer any difficulty of warming any room, however constructed. Hence the wall spaces which shut off the interior entirely from the view of the outside grew steadily smaller, while the windows grew larger, in many cases taking up one whole side of a room. Nor did it remain imperative to consider, in the construction of a house, that as little wall space as possible should be exposed to wind and weather, and while in the old houses of a century or more ago a room never had more than two outside walls, the other two being partitions that separated it from another room within the building, new conditions permitted an entirely different construction. The outside walls were broken and rooms thrown out over the foundation line with three of their walls exposed. Not only irregularity but infinite variety was thus produced as far as the outer appearance was concerned, and inside the dwelling nooks and corners could be arranged which were not only cosy and easily decorated with pretty effect, but gave a larger number of rooms and greater privacy to the different members of the family. But the new fashion, if we may call it this, made it impossible to use the massive pieces of furniture our ancestors were fond of, and new styles, suitable for changed conditions, had to be found. This is the real reason why the furniture of the present day is of entirely different character, and those who lament the change should not forget that not a whim of fashion but stern necessity brought it about. Besides, what we have lost in massiveness, we have gained in graceful lines, and as we do not settle down in one spot for the rest of our life as early as our forefathers used to do, but move about with much more freedom, we should not complain of the loss of the kind of furniture that was constructed with the intention to serve several generations in the same dwelling, and could hardly be removed from one place to another, as is done to-day by almost every family every few years, without an ex-

pense that is out of all proportion to the present cost of moving. It is possible that the population of the large American cities would not have become as migratory and restless as it is to-day if the old furniture had been retained, but it is idle to indulge in speculation on questions of this kind. For many other considerations enter and must be weighed before a decision is rendered, of which only one shall be named: that the constant changes in the character of the city, the expansion of the business district and the entrance of new and different elements into the population compel a large part of the inhabitants to change their domicile from day to day. The shifting and moving going on constantly is by no means always voluntary; it is, rather, compulsory in the majority of cases, though it cannot be denied that the consequence of these conditions is a spirit of restlessness in the people that induces them to be forever on the lookout for new quarters, and makes it impossible for them to feel fully satisfied with their location wherever it may be.



OLD PRESBYTERIAN CHURCH, NEWTOWN

To return to the Governor King home, we find that very little effort to enhance the beauty of the building is discernible. In fact, there is nothing beautiful about it except its simplicity which gives to it a certain dignity. The center window is surmounted by an arch and flanked by smooth panels, and the entrance is protected by a porch supported by four Ionic columns. We might speak of it as of a stately mansion, for with the immense old trees which surround it, it makes indeed an impression of strength and substance. But, after all, it is quite clear that it was the intention and object of the builder to provide a good and roomy, as well as comfortable, house for himself and his family, and that he was not influenced to any degree by other considerations. It answered its purpose, and that is all that is required.

This old house forms a striking contrast to a new building that was erected for the

Jamaica Club. The material is the same, namely, wood, but here we see how man has learned to use it in a variety of ways. The walls are shingled, the windows are of many different sizes and arranged either singly or in groups of two and three. The columns supporting the roof of the wide piazza, the railings and the newel posts are slender and of many shapes. The necessity of avoiding exposure to wind and rain did not exist, and the ground plans of the different floors could therefore be laid out with the single view to variety and picturesqueness. The main part of the building is indeed square, for the square is after all the starting point of the architect, but a wing is added projecting from the rear line, which is much narrower than the main part. This produces already an effect of variety. In addition the upper story of the building is broken into at one corner, and a recess is thus formed which is made use of for the construction of a balcony accessible from a room that projects from the building proper. The large veranda is surmounted by an octagonal tower with pointed roof. The roof line is broken not only by peaked windows but also wherever it could be done in harmony with the construction. Here we have a good example of modern ideas as opposed to those prevailing centuries ago and exemplified in the King mansion. It would be idle to argue the question which of them is better and preferable, for each one was used to conform with exigencies of the times, and while Governor King could not have built a house like that of the Jamaica Club because the means were not at hand, he would not have done it if he could, because the house at his time would have been useless to him. On the other hand, an old-fashioned house like the one in question would not have suited the Jamaica Club, because it would have been well nigh impossible to provide within its walls and its large rooms the kind of comfort that was sought after.

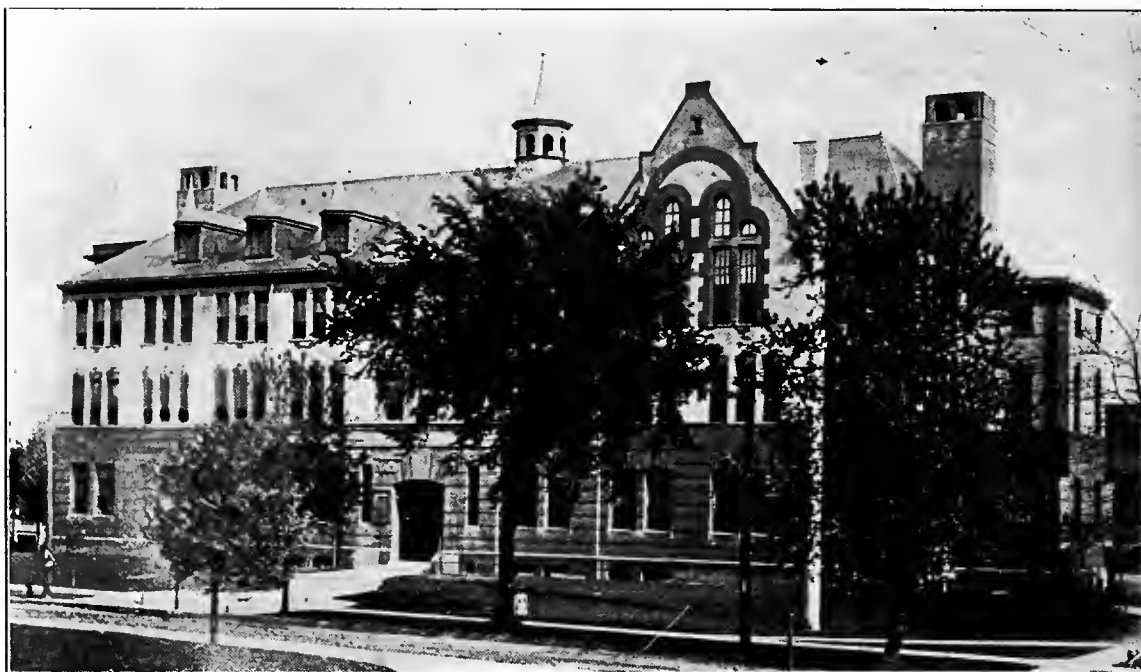
We have spoken of some of the older streets of Jamaica, with their magnificent old trees. The reader might infer from what we have said that the village is still resting in the dreams of olden times. This is by no means the case. On the contrary, Jamaica has during the last ten years or more grown very rapidly, and whole districts have been built up. We find here conditions similar to those we have described at Hollis and Rockaway. In fact, the development of the suburbs of a great city is generally the same, speaking broadly, except where special and unusual conditions exist. Now Queens has one great



STREET VIEW IN EAST RIVER HEIGHTS SECTION



GARRISON HOTEL, FORT TOTTEN, L.I.



HIGH SCHOOL, JAMAICA



HIGH SCHOOL, RICHMOND HILL



advantage that has not been mentioned in this connection. We have spoken of its natural beauty, and of its nearness to the center of the city on one side, and to the Sound and the ocean on the other. But there is another, more practical advantage that facilitates the settlement, namely, the wide plains which the early settlers found so well suited to the racing of horses that old Queens County became the cradle of horse-racing on this continent. It is of immense value, and can hardly be overestimated, that whole districts, in reality new cities of considerable size, may be laid out here and settled without the necessity of removing a single cubic yard of earth for the purpose of grading the streets. There are no hills to level, no rocks to blast and remove, no gullies that must be filled. It is true that there are swamps and wet meadows in plenty, but they have either not been reached yet because enough dry land was ready for settlement, or they can, slowly and without much expense, be filled with the earth that is excavated when cellars are provided for new houses. In most of the settlements that have grown up so far it was only necessary to trace the streets and drive the surveyor's stakes into the ground. The grade was always right, and nowhere had the family that bought a modest home in the suburbs to fear that after a few years or even earlier the costly process of regulating and grading would be undertaken, compelling the owner of every house on the street to either lower or raise it, or to live upon a small mountain with steep precipice at the front door, or again to see his second story changed into a basement, several feet below the level of the street. This fact has been of immense benefit and has brought thousands of settlers into the borough; it has at the same time facilitated the operations of the companies who bought large tracts and subdivided them. It has also cheapened the cost of the property because the expense of putting it into shape for the market was inconsiderable. We must bear this in mind when we wander through the part of Jamaica that has been settled during the last decade or so, and if we do, it will not surprise us to see how houses and cottages have multiplied here. The avenues are very wide, also a consequence of the formation, for where streets must be cut through hills, or rock, or where land must be filled in to construct them, the seller naturally makes them as narrow as he can without endangering the value of his property, because work of this kind is expensive. All these thoroughfares are lined with pretty and substantial cottages, and the custom of doing away with fences, now so prevalent, is here strictly adhered to. It follows that we do not see single

houses with small gardens, separated from each other, but that the settlement appears like one continuous large garden with pretty houses between the trees and shrubs. The side streets, are of course, not as wide as the main avenues, but they are all and every one of generous width. Such thoroughfares as, for instance, Bergan and Hardenbrook Avenues are indeed striking examples of what modern cottage colonies should be, and they are by no means exceptions, but may justly be taken as illustrations of the work that has been done in and around Jamaica, and is going on all the time at a progressive rate.

This refers, of course, to the newer and outlying districts. The main part of the town is closely built up, and a view from the tower of the town hall shows a large expanse of houses of all kinds interspersed with the green of the trees. Here the streets are not so wide but not nearly so narrow as many in the old and fully settled boroughs. The younger communities are fortunate inasmuch as they can profit from the mistakes made by the older ones, and this is generally done in one respect at least, namely in sufficient provision for space for streets, public places and parks. Of course, being human, it is almost unavoidable that the men administering the affairs of new settlements make other mistakes, but even these can be more easily remedied. To prove the truth of this assertion we may cite an instance that shows clearly how difficult it may become in time to do a thing that appears obvious and is really necessary, but has for some unaccountable reason been overlooked in the past. When Central Park was laid out in the old city of New York, Fifty-ninth Street was fixed as its southern boundary. Why this was done nobody knows. Knowing nothing of the reasons of the commissioners who laid out the park, nor of the conditions governing their actions, we cannot understand at this day why the park was not extended two blocks further south, in order to make the much wider Fifty-seventh Street its boundary line. It should have been self-evident even so many years ago that the street immediately adjoining the park must become a great artery of travel, and that for this reason it should be wider than the streets of old New York are, with a few exceptions. But nobody thought of either extending the park as described or widening Fifty-ninth Street. Either step could have been taken at the time the park was established with comparatively little expense. Anyway, it was not done, and the city is now confronted by a problem that defies solution because the value of the property has risen to such proportions that the acquirement of the land between Fifty-ninth and Fifty-seventh Streets and Fifth and Eighth Avenues is not to be thought

of, while the widening of Fifty-ninth Street, which has frequently been advocated, would also require an outlay of many millions of dollars. In a comparatively new community such errors can easily be rectified, because the expense connected with the changes is not very large. It is, of course, highly improbable that such glaring mistakes will be committed anywhere now, because we have learned, what was not known and hardly considered possible or probable even fifty years ago, that our large cities are growing at a pace which our fathers could not foresee or dream of. The case is cited as an example only, to prove that lack of foresight may lead to very awkward conditions for which no remedy exists, and to show that the officials governing young and growing communities are acting wisely in providing rather more space for streets and parks than appears necessary for the immediate future.

Jamaica's court-house is unique in many respects. As a rule we find the court-house of a village in the center of a public square and of a style of architecture that immediately proclaims its character as a building used for public purposes. But this court-house stands on the side of a public street well within the stoop line, and has nothing to distinguish it from an office building of a superior kind. It is, however, very well and solidly built of red brick with sandstone trimmings, and handsomely ornamented in the Romanesque style. What reasons the authorities had to deviate from a custom followed almost everywhere in the United States, we do not know, but one thing is certain: this court-house serves its purpose much better than many highly pretentious and very expensive buildings of a similar kind. If it is a businesslike affair, we must not forget that it is intended for the transaction of business of the most important and valuable kind and that it does no harm if our officials, be they judges or commissioners or anything else, are sometimes reminded that they should discharge their duties in a businesslike way. The building provides high, light and airy rooms from which the noise of the streets can easily be shut out, and this is all it is intended to do. We have therefore no right to criticize those who selected the site, but may rather commend them that they broke with a custom that should be followed only here where good reasons can be advanced in its behalf.

When speaking of Jamaica we must not overlook the Presbyterian Church. Although a modest house of worship it is a very good specimen of the churches that were erected all over the country before congregations became large and wealthy enough to build the palatial edifices we now find in many of the big cities. While it is no doubt true that size and beauty in ornamenta-

tion and decoration may add greatly to the effect produced upon the hearts of those assembled for the purpose of worship, there are many who to this day prefer simplicity and quiet repose, free from all attempts of heightening the impressions produced by simple music and the words of the preacher. The old little wooden church still occupies a place in the heart of many a man or woman who is not nearly as much attracted by the pomp and grandeur found in some of the more modern temples. Now the Presbyterian Church of Jamaica is neither old nor little, but it is as simple and dignified as any one could wish.

Flushing has been mentioned as one of the oldest settlements in the borough, and it has been indeed of great importance and influence. It is well worth while to devote a little more space to it. One of its old dwelling-houses we have already mentioned but there is another one that deserves a few words in passing. It is the old Garretson homestead, built in 1658, and still in use. This old house stands behind a low retaining wall capped by a thick hedge. The front is so completely covered with vines that from the street we see but the top of the portico extending the whole length of the building. Above this rises the slanting roof to the long ridge line. The house has only one story with a garret, but is very long, the long side fronting the street. It is evidently composed of an originally smaller building to which from time to time, as necessity or the increase of the family required, additions have been made by simply lengthening it. This used to be the custom in former times and is indeed done now in the country districts. The old house is well taken care of and shows no signs of decay, it is in fact far prettier and certainly more picturesque than not a few of the buildings erected much later and even in modern times.

The town hall of Flushing is a very fine modern building. While neither very striking nor original in appearance, it has good lines and is exceptionally well adapted to the purposes it is destined to serve. The general outline and decorations are of Moorish character, and the structure, while quite large and roomy, makes a light and graceful impression. Among the trees surrounding it a large elm right in front of the entrance is especially beautiful and worthy of mention. The town hall is another proof of the fact that the population of Flushing always insists upon getting the best that can be procured for the money at the disposal of the community. There is a large fund of firm purpose and of settled determination in this village, combined with the faculty to appreciate what is good and, we might almost say, superior. In Flushing people of substance, who were bound to the locality by



POPPENHUSEN INSTITUTE, FLUSHING



FIRST PUBLIC SCHOOL ERECTED IN FLUSHING  
OLD LINCOLN SCHOOL AT LINCOLN AND UNION STS.



PUBLIC SCHOOL NO. 1, LONG ISLAND CITY



PUBLIC SCHOOL NO. 219, GERMAN SETTLEMENT, LONG ISLAND CITY

stronger ties than the mere fact that it happened to give them their sustenance or that it was good to live in for a time until some other place seemed preferable, have always exerted considerable influence upon public opinion and therefore upon the administration. The consequence has been that the village was not used so much, as is frequently the case with other communities, by designing politicians for the purpose of feathering their own nests without much regard for the general welfare. There is much local pride here which prevents people from neglecting their civic duties, and does not permit the development of the spirit that public business may be left to a few professional politicians as long as they do not interfere with the affairs of the private citizen. The result is visible in many directions, and Flushing may justly be proud of its achievements.

It is hardly necessary to state, in view of what has been said already, that Flushing is eminently a residence town. It has always been. When the place was hardly five years old, in 1649, a visitor described it as a handsome village. The claim made by the inhabitants that it is really not a village but a large park or garden is to some extent justified. It has miles and miles of macadamized streets, well lighted with electricity and bordered by the most beautiful rows of trees. There are streets here, like parts of Broadway and Bowne Avenue, which delight the lover of nature and the man who is able to appreciate beauty. They are lined with fine residences ranging from the modest but attractive and well kept cottage to palatial mansions. Good roads, affording charming drives, lead to all the neighboring villages and many places of interest. All in all, Flushing is indeed a very superior place.

We have several times mentioned the fact that Flushing contains a comparatively large number of good schools. They are all housed in modern buildings which are not only convenient and practical, but also very pretty. In fact, the problem seems to have been solved here with success, how a schoolhouse can be thoroughly adapted to its purpose and at the same time charmingly beautiful. The Flushing High School is the only building where the architect could not give free vent to his fancies, for the very simple reason that it was necessary from time to time to erect additions to the structures already in existence. In doing this, new ideas were made use of, and the building, or rather the group of buildings, in which the High School is now housed, represents different styles, the last one erected showing the most modern type of construction as used for educational purposes. Flushing is justly proud of this institution, for the village was the first one in the old county of Queens to establish a high school, and for twenty years remained the

only one. The graduates number annually about two hundred. There are also a number of private schools of more than ordinary importance located here. Among them are the Flushing Seminary for young ladies, the Flushing Institute for boys, Kyle's Military Academy, and St. Joseph's Academy.

The village contains a large number of churches. We have already spoken of the old Friends' meeting-house. St. George's is a large and striking edifice, and so is the Congregational Church. St. Michael's is also much beyond the ordinary village church, and the Methodist Episcopal Church is simple in outline but quite imposing. The Reformed Church and the First Baptist Church are very good examples of architecture and worthy of their congregations and the surroundings.

Among the many new settlements that have



CARNEGIE LIBRARY, ASTORIA

sprung up in Queens during the last decade Elmhurst is one of the most prominent. It is populated by a very superior kind of people and is developing rapidly, not alone in regard to the number of its inhabitants, but also in reference to the character of the buildings and the general trend of improvements. Broadway is especially beautiful, and the Episcopal Church is a noteworthy structure. Another colony that should not be overlooked is Woodmere, which with Lawrence is in the region better known from the fact that the Rockaways adjoin it. Here are the homes of many rich families who may be classed with the residents of Cedarhurst, already mentioned in the course of our narrative. But there are also vast stretches of land that are not yet built upon, some of which will without doubt be soon covered with houses, while others are reserved as play and recreation grounds for the people. To the former class belongs Creedmoor where the rifle ranges for the National Guard are located. The time is near when this beautiful tract will be opened for settlement, for the rapid increase of buildings in the neighborhood

bids fair to make rifle practise a dangerous pastime, even if carried on under the most rigid supervision and with the greatest carefulness. To the other class belongs Forest Park, a very beautiful tract of land with hills of considerable elevation for this part of the country, and really made for park purposes. Most of it is densely wooded, and the landscape gardener's art will have not much more to do than to use the beauties that nature has provided, and to add to them such touches as will make them more accessible and a little more varied. This large park should in time be one of the most beautiful within the confines of the large city of New York. It comprises five hundred and thirty-six acres and the activity of the Park Department has so far been confined to keeping the grounds in order, establishing a golf links, extending the system of macadamized roads and beginning the construction of a fence. Shelter and comfort houses have also been erected. In connection with the park system it may be mentioned here that there is a very charming little park in the village of Corona, called Linden Park. It consists of a plot of ground four hundred by three hundred and thirty-five feet, and contains a small lake fed by springs, and some very fine old shade trees. An iron fence has been constructed around this park, and an overflow basin of brick and cement built at the lake. It is a delightful spot in the summer and affords amusement for thousands of people in the winter when the lake is frozen over. From Forest Park a splendid view may be had of Woodhaven, a village of considerable importance where one of the largest industries of Queens is located, the enormous factory of the firm of Lalancé & Grosjean, makers of enameled ware. From the highest points within the park one can see a large part of Brooklyn and the Atlantic Ocean.

The building of the Jamaica Club has been mentioned incidentally. Queens is rich in clubs with splendid buildings, larger or smaller according to the services they are expected to render. There are a number of golf clubs, for instance, at Hillside and at Oakland; there is a country club at Flushing, and at the shores of Jamaica Bay we find innumerable yacht and boat and fishing clubs. The most important organizations of this kind are the Knickerbocker Yacht Club and the Bayside Yacht Club.

Of the charitable institutions which have not been mentioned yet the following are of special importance: St. John's Hospital at Long Island City is not only a very large institution but also well known on account of the superior quality of the treatment accorded to the patients. Some of the most prominent physicians and surgeons of the country have been, and are still, connected

with this hospital, and it stands very high in the esteem of the medical profession. Other institutions of the kind are the Flushing Hospital, the Jamaica as well as St. Mary's Hospital at Jamaica, and the Far Rockaway Hospital at Far Rockaway. Of the many smaller hospitals, shelters, outing camps and other charitable institutions at the seashore we have already spoken. At Hollis is situated a home for the aged erected by and under the management of the Odd Fellows.

Queens is well provided with libraries. There are free libraries at Astoria, Elmhurst, College Point, Flushing and Far Rockaway. Some of the buildings have been erected by the city under the Carnegie donation. Others were already in existence, as for instance the free library of Flushing which is housed in a pretty structure of Greek design.

So large a territory, still in the process of evolution from a conglomeration of different and widely distant settlements with varied aims and purposes into a homogeneous part of a large city, cannot be described minutely. It was necessary to confine ourselves to the more salient points and to instances which will permit the reader, with the help of the imagination, of which not very much is asked, to form a general impression. If we have succeeded in showing that the Borough of Queens is a large and important part of the city, that it contains not only a number of different natural features but also a population which is of somewhat varied character insofar as the different elements have slightly different views of the ways in which happiness and contentment can be reached, we have done our duty. For just as the human body can only be healthy and strong if all the different organs execute their different functions in their own way, never out of harmony with each other and jointly working for the welfare and the benefit of the whole, but still, to some extent, if not independent of each other, at least striving each for the one result to whose accomplishment they are assigned, so the manifold groups of the inhabitants of a city or any community should not be entirely alike. No one man can encompass all the ambition, all the wisdom and all the force that is necessary to achieve uninterrupted progress. The advancement of the human race cannot be secured with military precision, nor in the way in which a business or a factory, be it ever so large, is managed. When we, as so frequently happens, demand that the affairs of a city or a village shall be managed in a businesslike way, we are right, but when we insist that men trained in a business life only should be entrusted with public office, we are wrong. For whatever a business may be, its main object is always to provide for immediate returns, and it always





DEBEVOISE AVENUE SCHOOL, IN EAST RIVER HEIGHTS  
THIS IS THE LARGEST SCHOOL IN LONG ISLAND CITY,  
THE CONTRACT PRICE BEING \$392,000.



FLUSHING HIGH SCHOOL



PUBLIC SCHOOL NO. 22



SCHOOL ON VAN ALST AVENUE,  
ONE BLOCK FROM EAST RIVER HEIGHTS



CARNEGIE LIBRARY, RICHMOND HILL

reckons with facts that are either visible or may be calculated with a large measure of probability. In fact, it is the aim of the good business man to eliminate the probability as much as it is in his power, and to work with certainties only. This he cannot do, but he aspires at least to increase the probable profit he expects to secure from every transaction or enterprise, if the certainty of success is diminished by one reason or another. In other words: he does not embark in an enterprise unless he feels confident that the profit will be in the right proportion to the risk he has to take. Now, a community of many people, independent of each other except in that they must to a certain extent consider the wishes of each other, is entirely different and presents different problems. While the Army, or a factory, or a business office will accomplish the best results if all the members, be they soldiers or working men or clerks, work after the same system and in the same manner, always relying on each other's assistance and knowing that every one aims for exactly the same results, in a community of people, residing together but being occupied in entirely different and greatly varied lines, the fullest sway should be given to individuality. No community can grow, develop and progress if it is not possible to bring out in the strongest way all the different ideas that arise in man's mind. This is the reason why cities grow quicker if left to themselves and not ruled by outside influences, as the despotic will of a ruler or the ignorance of legislators who know nothing of the conditions governing them. The more varied the interests are, the more ideas will spring up that work for progress. If all the inhabitants are entirely alike in customs and habits, in aims and purposes, in their views of life and happiness, as is the case in the communistic colonies, development beyond a certain point becomes impossible. For such communistic colonies are the creations of one mind that may be superior but still remains the mind of one man, and is therefore not varied enough to permit of the development of the others who become used to following cast iron rules without questioning their value and worth. Variety of ideas, of aims, of the views of life, of everything that makes for advancement beyond the necessity of procuring a bare sufficiency, is the prime requisite for all progress. A nation that is composed of many different elements will always advance more rapidly than one in which only one element exists. All the great nations of the world have originated from a mixture of different races. The English people is composed of Celts, Normans, Romans and Anglo-Saxons; the Germans of several different Teutonic races with a strong admixture of Slavs, and so forth. It is hardly necessary to

mention the American people, for everybody can to this day follow the way in which it has originated by simply watching the new arrivals. It is of course imperative that the different elements have some things in common, that they are not too different and will not refuse to blend. This is of the greatest importance, for the mixture of different races without an underlying common basis for successful amalgamation, will produce a bastard race unfit for progress and of little value. Witness the mixture of the Spanish with the negro and the Indian on some of the West Indian Islands and in some Central and South American republics! The different elements must be homogeneous, not alike, but able to blend, not like oil and water, but like different metals which, when mixed, produce a new amalgam not only as good as the different parts but showing all the good qualities of every one of them.

The Borough of Queens has been fortunate in being settled almost simultaneously at different points by different classes of people. In this way every possible kind of development has been started according to what the people of every locality thought best and most important. At the same time local pride and local independence were fostered and public spirit developed because the inhabitants of each village and settlement saw the results of their enterprise. In a very large city the average citizen is apt to neglect his public duties because the administration is so complicated and the interests as well as the problems it has to deal with are so vast that it is difficult to follow them without making a careful study of all conditions entering into their consideration, which requires more time and labor than is at the disposal of the ordinary man. In smaller places the matter is simpler, and almost everybody can and does take part in the discharge of public affairs. City people frequently ridicule the ardor with which campaigns are fought out in villages where the burning question of the day is the expenditure of a few hundred dollars, but it is an indisputable fact that the smaller communities are far ahead of the large cities in the interest they take in the administration of public affairs. The fact that small matters are treated with an expenditure of energy that appears entirely out of proportion and sometimes even ridiculous has very little bearing on the matter. The point is that every citizen should at all times bring his mind to bear upon the question how the welfare of the community can best be served, and if this is done in small things it will also be done in connection with large matters. Where it is not the case, the citizens abdicate the power that has been given to them by our American institutions, and permit other and selfish interests to govern them and to administer the affairs of the community not in the interest

of the inhabitants but for their own advantage and profit. Civic pride can only exist where every citizen knows that he is taking part in the government, where he feels that his wishes are respected and that nothing of importance is done without his consent, or at least without consulting his wishes and respecting them as far as is possible when different opinions prevail. The smaller communities form the schools in which our population learns the art of self-government which is by no means as easy and as much a matter of course as is sometimes believed. Self-government means nothing if it is only an institution on paper; it is valuable only if it is fully and freely exercised. And this is done to the largest degree in the smaller localities, in short in just such settlements as existed in Queens before consolidation.

When the borough became part and parcel of the big city, the different elements and interests had to be harmonized and united. This work has now been going on for years. It is by no means completed as yet, and this is natural, for even from our short description of the territory included in the borough it will be seen that widely diverging interests must exist, that some of the settlements are far ahead of the others, in development, in age, in tradition, in material condition, in the rate of progress and in the character of the inhabitants. The process of harmonizing all these, of equalizing them to a certain extent, should be delayed as much as possible. If it is hurried, if existing conditions are not observed and carefully regarded, dangers will arise. Local

pride, so efficient a factor in the progress of the different parts, may be effaced, and the spirit of self-reliance be dampened if not killed entirely. It will be readily seen that the administration of a borough like that of Queens requires not only considerable administrative talent but also great skill and tact. Harmony cannot be brought about by force and by a ruthless disregard for conditions that have prevailed for centuries, even if it may appear sometimes that they should be left out of consideration. It will be best to let the different communities, many of which are still separated from each other by large tracts of unsettled lands, work out their destinies according to local wishes and desires. In this way the requisite amalgamation will arrive slowly and gradually, without destroying what is so valuable and important, until finally complete amalgamation has been accomplished, for the benefit of the borough and the larger city as well as of the small localities and the inhabitants themselves. And Queens is on the right way and will reach ultimate success, though it has many obstacles to overcome, of which one of the most difficult, paradoxical as it may seem, is the rapid development and growth in population. For an increase in the number of houses and inhabitants means enormous expenditures for streets, sewers, water mains and the like, and the fact that so many districts need the same improvements at the same time, and that they are in many instances so far apart, makes it doubly difficult to provide for all of them at once.



THE ROCKY SHORE, CORONA



THE OLD LONG ISLAND CITY HIGH SCHOOL, ASTORIA



ASTORIA HOSPITAL



CHURCH ON WOOLSEY STREET,  
TWO BLOCKS FROM EAST RIVER HEIGHTS  
ASTORIA



CATHOLIC CHURCH, ASTORIA



# MEN OF MARK

## PART IV



WE have now learned how the Borough of Queens was founded, what it had to pass through in the earlier times of its history, and we have also seen how it looks to-day. We have, from the facts here recounted, been able to glance at its probable future, and it remains for us to recall to mind some of the men who were prominent in the past and who contributed largely to its growth. The only signer of the Declaration of Independence who was identified with Queens was Francis Lewis. Born in 1713 at Landaff in Wales he entered mercantile life at an early age, and came to Philadelphia in 1735 where he engaged in business. Two years later he came to New York and became one of the great ship owners of the time, whose successful ventures were the real cause of Great Britain's jealousy of the American colonies. Led by his business interests to travel, he visited Russia and other countries of Europe, and was twice shipwrecked on the coast of Ireland. As a supply agent for the British Army he was taken prisoner at Fort Oswego when it was surprised by Montcalm, was carried to Montreal and from there to France. After having regained his freedom he returned to New York to find that the conflict between his mother country and that of his adoption was in a fair way to take a serious turn, and had indeed already become grave. As he was heartily in sympathy with the movement for the liberation of the colonies, he joined in the efforts which culminated in the Revolution, and was, in 1775, unanimously elected a delegate to the Continental Congress, where his business knowledge, his experience, his executive ability and his familiarity with commercial and financial matters made him a very valuable member. At the next session he joined his fellow patriots in signing the paper that has become sacred to every American, and pledging "his life, his fortune and his sacred honor" to the maintenance of the principles enunciated in the Declaration of Independence. Some time before this event he had purchased a country-seat at Whitestone, and there he removed his family in 1776 because New York City was rapidly becoming a hotbed of Toryism and the time did not seem far distant when it would fall into the hands

of the British Army. Lewis devoted himself actively to the performance of the very important duties with which he had been entrusted by Congress. One part of these consisted in the importation of military stores. He was so eager in his desire to assist the movement in which he had embarked that he did not hesitate to use his own fortune for the purchase of arms and ammunition when Congress either delayed the appropriation of the money or was unable to raise it. He expended large sums of money in this way, and was never repaid. His family had hardly been settled at Whitestone when his house was visited, in the fall of 1776, by a body of British light cavalry, who plundered the dwelling, entirely destroyed a large and very valuable library and carried Mrs. Lewis away as a prisoner. She was detained for several months without a change of clothing and not even being provided with a bed to sleep on. Through the influence of George Washington her release was finally secured, but she was so much weakened by the shock and the privations she had undergone that her health was never restored, and she died soon after her return to her husband, one of the many victims of the brutalities with which the war was carried on by the British. Francis Lewis remained a resident of Queens until 1796 when he removed to New York, where he died in 1803 at the ripe old age of ninety years.

Another old resident who deserves mention was Wynant Van Zandt, born in New York in 1767, and in later life one of the most prominent merchants of the big city. He served as an alderman of the First Ward from 1802 to 1806, and as a member of the committee under whose supervision the present City Hall was erected, protested most vigorously against the use of brownstone for the rear wall of the structure. It is well known that the employment of the cheaper material was recommended because the City Hall was located so far up-town that, as the Aldermen expressed it, nobody would ever have occasion to look at the rear of the building, and it would therefore make no difference what color it had. Mr. Van Zandt was of a very different opinion; he prophesied that the city would soon extend far beyond the City Hall, and he ridiculed the parsimony of the men who wanted to

save a few dollars and thereby spoil the perfection and the harmonious beauty of the important edifice about to be erected. He did not succeed, the short-sighted policy was adopted, and since generations have laughed at the absurd notions of the city fathers of the early years of the last century. Alderman Van Zandt was considered, in consequence of the stand he had taken, as a man of wild and erratic ideas, but he succeeded later on in persuading his colleagues that Canal Street, which was about to be laid out, should be made one hundred feet wide instead of sixty feet as had been proposed. The city of New York is therefore indebted to him for one of the most important and necessary thoroughfares it possesses. Mr. Van Zandt purchased the Weeks farm at Little Neck in 1813, and lived there until his death.

One of the oldest families in Queens are the Bloodgoods. Francis Bloctgoet, from whom the family descends, which has changed the name, was one of the first settlers of Flushing. In 1674 he was recognized by the Dutch authorities as "chief of the inhabitants of the Dutch nation residing in the villages of Vlissingen, Heemstede, Rudsorp and Middleborg," and was made their military commander, being ordered to march with them toward the city should a hostile fleet appear in the Sound. Previous to this he had already been appointed a magistrate, and he served also as a member of the privy council which advised with the governor on the surrender of the territory to the English. In addition he acted as one of the commissioners who visited the Swedish settlement on the Delaware which was later destroyed by the Dutch under Stuyvesant with an exhibition of cruelty quite uncalled for, because it had become a dangerous rival in the fur trade. Of the immediate descendants of Francis Bloctgoet or Bloodgood nothing is known with any degree of accuracy, but one of his grandsons, Abraham, became a prominent merchant in Albany, where he served for years as councilman, was a member of the convention that accepted the Constitution of the United States on behalf of the state of New York, and one of the ten men who founded the Democratic party of New York State in the old Vanden Heyden house at Albany. The youngest of his four sons, Joseph, studied medicine and was appointed a trustee of the College of Physicians and Surgeons in New York City in 1811. A large number of prominent residents of Flushing invited him to settle there, which he did. He was very successful in his practise and generally admired as a public spirited citizen. He died in 1851, at the age of sixty-seven, and left twelve children.

The Lawrence family has already been men-

tioned, but a few more words should be said concerning it. The members of this family trace their descent back to the ancient Romans, but the first one authoritatively mentioned in the books of heraldry was Sir Robert Lawrence of Ashton Hall, who in 1119 placed the banner of the Holy Cross upon the battlements of St. Jean d'Acre, and was knighted for his gallantry by Richard Coeur-de-Lion. The coat of arms given to him on that occasion was used by the Lawrence family as a seal for many years in America. Three brothers of the Lawrence family came to America about 1643, William, John and Thomas. The first two were among the patentees recognized by Governor Kieft in 1645 when he regulated the affairs of the village of Flushing. John removed to New York, where he became an alderman, mayor, justice of the Supreme Court, and member of His Majesty's council. William became one of the largest landed proprietors in Flushing, and settled at Tew's Neck, later called Lawrence's, and now College Point. He acted as a magistrate and a leader of the militia. His second wife was a noteworthy woman. She was Miss Elizabeth Smith when she married William Lawrence, and after his death in 1680 she married Sir Philip Carteret, governor of New Jersey. While her husband was absent in Europe, she administered the affairs of the colony, and many important acts were, according to the documents, "passed under the administration of Lady Elizabeth Carteret." The city of Elizabeth in New Jersey is called after her.

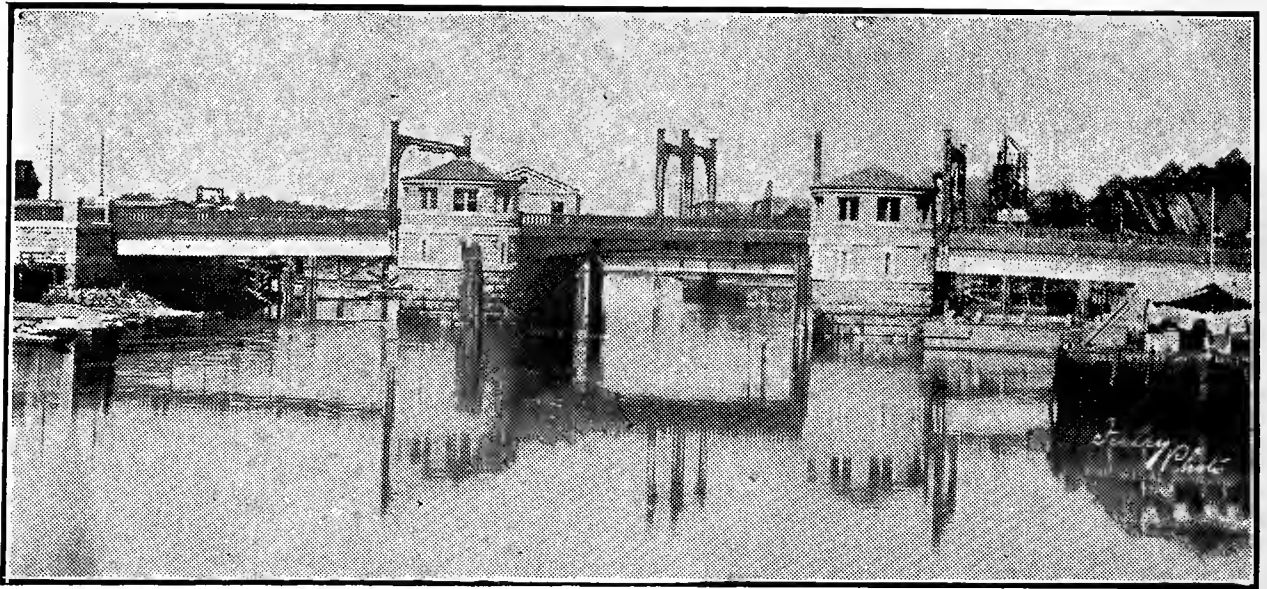
The Prince family deserves mention because their first representatives on Long Island were the founders of the first large nurseries. They were Samuel and Robert Prince, the sons of one John Prince who had come to America about 1663 and had settled in New England. The two sons came to Long Island after they had grown to manhood, married and had many children. Samuel settled on Great Neck, and established the nurseries which were to become famous, about the year 1725 at Great Neck. His brother Robert lived at Flushing, where he started nurseries a few years later, and it seems that the two establishments were soon after combined. Robert Prince occupied a house on Lawrence Street just northeast of the "Effingham Lawrence" house. The old mansion was a building of considerable pretense and not taken down until 1863. It was at this house that the Duke of Clarence, afterward King William IV of England, was received when he visited the town, and here also General Washington and his suite were entertained in 1789. In Washington's journal, where he entered a detailed account of the happenings of each and every day, we find the following entry under date of October 10, 1789: "I set off from New York



HILLSIDE AVENUE, JAMAICA



SHINNECOCK DEMOCRATIC CLUB HOUSE, FLUSHING



FLUSHING BRIDGE



ST. JOSEPH'S ORPHANACE, FLUSHING

about nine o'clock, in my barge, to visit Mr. Prince's fruit gardens and shrubberies at Flushing. The vice-president, governor, Mr. Izard, Colonel Smith and Major Jacobs accompanied me." At this house another memorable incident happened. In 1823 a bust of Linnaeus was crowned here by De Witt Clinton during a memorable meeting of eminent American and foreign scientists. In 1793 William Prince, a grandson of Robert, purchased eighty acres of land in Flushing, lying between the present railroad line on the west and Farrington Street on the east, and established a nursery there, which he called the "Linnaean Nurseries," while his brother Benjamin remained on the old homestead and carried on his business under the name of the "Old American Nursery." The two establishments were combined a few years later.

In the course of our description of notable buildings in Queens we have mentioned the Governor King mansion at Jamaica, and a few words must be said about the family of the man who lived in that house. His father was Rufus King, born at Scarborough, Me., in 1755, who, almost immediately after being admitted to the Bar, was elected a member of the General Court of Legislature of the state of Massachusetts where he soon became prominent by successfully advocating, against a powerful opposition, the granting of an impost of five per cent to the Congress as indispensable to the common safety and the efficiency of the confederation. In 1784 he was chosen a delegate to the Continental Congress, then sitting at Trenton. There he proposed a resolution the purport of which was the virtual and actual abolition of slavery. The resolution did not pass but it was later adopted word for word in the famous ordinance for the Northwest Territory which secured the freedom from slavery for the new states formed north of Mason's and Dixon's line. Rufus King was a member of the federal convention which adopted the Constitution and also of the committee appointed to "revise the style of and arrange the articles." After serving in the United States Senate for nearly two terms he was appointed ambassador to the court of Great Britain, having declined the office of secretary of state, which had been made vacant by the resignation of Edmund Randolph. He remained in London for eight years, and was recalled, at his own request, by Thomas Jefferson in 1804. For nearly nine years he lived on his farm at Jamaica far from the madding crowd, but when the war with Great Britain had broken out and the nation was in need of strong men, he accepted another election to the United States Senate. His first speech was directed against the cowardly proposal to remove the seat of government to some inland city because the British

had destroyed the capitol at Washington. In 1819 he was again elected to the Senate, in spite of the fact that the majority of the Legislature was not of his party, and it is a memorable fact that this man was twice made a senator of the United States by his political opponents. It speaks volumes for his greatness and the strength of his character that this was possible, but it also shows how much common sense and toleration the members of the Legislature possessed, for they gave him the highest honor they could bestow because they knew him to be the man best fitted to represent the state, and they did not consider it necessary to turn him down and elect a weaker man in his stead because he was not in accord with them as far as general principles of party politics were concerned. It was a time when patriotism could still overcome party



THE WOODHULL MONUMENT AT HOLLIS

exigencies. Rufus King earnestly opposed the admission of Missouri as a state because the proposed constitution permitted the holding of slaves. The argument made by him on that occasion has furnished the foundation for almost all subsequent arguments against slavery. He also opposed strongly the compromise proposed by Henry Clay which was intended to satisfy both parties, and voted against it when it was passed. In 1825 he retired after having served four terms in the Senate. Once more he followed the call of his country when John Quincy Adams insisted that he alone could settle the questions pending between the United States and Great Britain, and accepted the appointment as ambassador to the Court of St. James, but his health did not permit him to stay long. He resigned in 1827 and passed the remainder of his life partly on his farm at Jamaica and partly in New York City.

The eldest son of Rufus King, John Alsop, was born in New York in 1788. During his father's residence in England as ambassador of the United States he was placed first in an English school and later in a famous institution of learning at Paris. He thus received a very fine education, both in the classics and in modern sciences and languages. After his return from



Europe he studied law, and took a commission as a lieutenant of Hussars when the War of 1812 broke out. The Kings were opposed to the war but held that there remained but one duty for American citizens after hostilities had commenced, namely, to sustain the country. Upon the return of peace he resigned his commission and removed to a farm at Jamaica near to the homestead of his father. John A. King was not wealthy, and he spent the next ten years of his life in agricultural pursuits, rising early and doing all the work that the farm required, as sowing, plowing, reaping, mending fences and repairing buildings. In this way he was enabled to live in comfort. He was also a great hunter and loved to go after the game at that time abundant on Long Island, when the work was done. A lover of fine cattle and of good horses, he attended most of the races at the Union course, a few miles from his home, and was for many years the president of the Jockey Club. Mr. King had sufficient time, however, to take a deep interest in the affairs of the state, as it indeed befitted a man of his breeding and education, and he was repeatedly elected to the Assembly, where he, with many of his friends of the Federal party, opposed the ambitious plans of Governor Clinton, assisting him, however, with great energy in the efforts to bring about the construction of the Erie Canal. After the adoption of the new Constitution he was elected to the Federal Senate in 1824, but resigned his seat in order to accompany his father to England as secretary to the legation, when the latter was sent to England by John Quincy Adams. After the father had been compelled to return, the son remained for some time as *chargé d'affaires*. When his father died, he bought from his brother the fine old mansion at Jamaica, where he continued to reside until his death. He was again elected to the Assembly and later to Congress where he earnestly and persistently opposed the passage of the compromise measures molded by Henry Clay, and the fugitive slave law, for John A. King was as uncompromising an opponent of slavery as his father had been. As a delegate to the national convention of 1856 he was instrumental in bringing about the nomination of General Fremont, and he was chairman of the Whig convention of New York, at Syracuse, which fused with the Republican convention and thus brought about a union between the Whigs and the independent Democrats, and formed the Republican party. He was the logical candidate of the new party for the office of governor of the state, was nominated and elected. With characteristic courage and determination he said, in his first message, that he understood his election to mean that the people of the state of New York had declared as "their

deliberate and irreversible decree that so far as the state of New York is concerned there shall be henceforth no extension of slavery in the territories of the United States," and he added: "This conclusion I must unreservedly adopt, and am prepared to abide by it at all times, under all circumstances, and in every emergency." After his term as governor, during which he discharged his duties with sagacity and firmness, Mr. King retired to his farm and devoted the rest of his life to peaceful pursuits. He took great interest in the workings of the Queens County Agricultural Society, and was one of the founders and afterward president of the New York State Agricultural Society. His death was characteristic of the man. Although in his eightieth year and in feeble health, he could not resist the urgent request to address the young men of Jamaica on Independence Day in 1867. While exhorting his audience never to waver in their support of the country and the flag around which they had rallied, he was seized with sudden faintness and sank into the arms of a friend behind him. He was carried to his house where he lingered for a few days and died three days later peacefully and surrounded by his family.

Another family that has given to Queens a good many useful and prominent citizens came from France. The de Beauvois, or as the name was written later on, the Debevoises, were French Protestants or Huguenots, and had fled to the city of Leyden in the Netherlands when the persecutions of the Protestants began in France. From there the founder of the family in America, Carel de Beauvois, came to New Amsterdam in 1659, accompanied by his wife and three children. He had received a superior education and soon found employment as teacher. In 1661 he became "chorister, reader and schoolmaster" at a salary of twenty-five guilders and free house rent. Later on he served as public secretary or town clerk. Of his descendants many have held high public office, and intermarried with most of the old families who were among the first settlers of the locality.

The Alsop family was also among the early settlers. Richard Alsop, the first of the name to locate here, came at the request of his uncle, one Thomas Wandell, who was said to have left England because he had become involved in a quarrel with Oliver Cromwell, though this report is doubtful, for it is known that Wandell was living at Mespit Kills in 1648, or before Charles I was put to death. He had secured a considerable tract of land by patents and purchase which he left to his nephew, Richard Alsop. The family he founded became extinct in 1837 when the last of the name died without issue.

One of the most important personages in the





LOCAL OFFICE OF PARIS-MCDOUGALL COMPANY, ELMHURST AVENUE



BROADWAY, ELMHURST SQUARE

*Courtesy of Paris—McDougall Company*

early history of Newtown was Captain Richard Betts whose services are mentioned on nearly every page of the records for almost fifty years. He took a prominent part in the revolution of 1663, for he was a bitter opponent of Governor Stuyvesant and administered a severe blow to him by purchasing from the Indians the land the settlers at Newtown had planted, and for which Stuyvesant refused to give them patents. After the conquest of New Netherland by the English Betts was a member of the first provincial assembly which met at Hempstead. In 1678 he was appointed high sheriff of the county of Yorkshire upon Long Island. For a long series of years the captain was a magistrate, and more than once a member of the High Court of Assize, then the supreme power in the province. He became an extensive landholder at the English Kills and lived in a house that for centuries after his death was known as the old Betts house. It is told of him that in his one hundredth year he dug his own grave within sight of his bedroom window.

The Moore family of Newtown is descended from the Rev. John Moore, of whose origin little is known though he is supposed to have been an Englishman. He was the first minister of the town, and an Independent. He was never authorized to administer the sacraments but he preached to the people of Newtown until he died in 1657. He had been instrumental in bringing about the purchase of the lands, on which the first comers had settled, from the Indians, and thirty years after his death the town gave eighty acres to his children in recognition of his services. The Moore house on the shell road is well preserved and perfectly habitable after the lapse of over two centuries. The massive hall door composed of two sections of solid oak, with its enormous hinges and bolts and the ponderous brass knocker, has been admired by many thousands.

Jonathan Fish, who joined the settlement of Middleburg or Newtown in 1659, was the progenitor of the Fish family of Newtown. His grandson, also named Jonathan, built the famous "Corner House" at the corner of the present Grand Street and Hoffmann Boulevard. He died in 1723, and his son Samuel kept the old house as an inn. It became famous during the French war when many of the unfortunate farmers of Nova Scotia, who had been driven from home on account of their loyalty, found refuge here. The inn also was a meeting place for the French officers who were paroled in the custody of the families living in the neighborhood. Samuel's grandson Nicholas entered the American Army at the outbreak of the Revolution as major, and retired at the end of the war with the rank of

lieutenant-colonel. He participated in the battle of Long Island, was wounded at Monmouth, and took part in the operations which ended with the surrender of Burgoyne at Saratoga, as well as in the siege of Yorktown. His wife was a daughter of Petrus Stuyvesant, and one of their children was Hamilton Fish, formerly governor of the state of New York, United States senator, and secretary of state under President Grant. The old corner house reached its greatest importance during the Revolutionary War. From the day in August, 1776, when General Howe dismounted in front of its door and took up quarters there, until another day in September, 1783, when a regiment of Hessian Hussars passed the building on its last march through the village of Newtown on its way to the ship that was to take it back to Europe, the famous inn was never without a full complement of English soldiers as guests.

A history of the borough of Queens could not be considered complete without mentioning the part William Steinway has played in its development. His name has been referred to before, but something more has to be said. It is probably known to most readers of this sketch that Mr. Steinway's father was a prosperous manufacturer of pianos in Germany when the revolution of 1848 and other political changes as good as destroyed his business, inducing him, although arrived at the ripe age of fifty-three years, to emigrate to America with his family, in order to mend his fortunes. He began in a small and cautious way and prospered beyond all expectations. The house he founded on this side of the Atlantic soon became one of the most important ones in the piano industry. This is well known, but must be stated as an introduction. The name of Steinway became important for Queens when the son of the first Steinway, William, induced his firm to erect a factory on Long Island. Most, if not all, the instruments the firm sold were up to about 1870 manufactured at its plant in New York, between Lexington and Fourth Avenues and Fifty-second and Fifty-third Streets. What caused the managers of the business to look for other quarters and why they selected Astoria, can best be told in the words of William Steinway himself who explained the situation shortly before his death as follows: "For several years previous to 1870 we had been looking for a plot of land away from the city, and yet within easy access of it, for the erection of an additional factory rendered necessary by the extension of our business. There were two reasons why we sought a place outside the city. In the first place, we wished to escape the machinations of the anarchists and socialists, who even at that time were continually breeding

discontent among our working men and inciting them to strike. They seemed to make us a target for their attacks, and we felt that if we could withdraw our workmen from contact with these people, and the other temptations of life in the tenement districts, they would be more content and their life would be a happier one. Then there was a growing demand for more room to extend our facilities. The Fourth Avenue factory was inadequate for our wants, and we needed in addition shipping facilities near the water, and a basin in which logs could be stored in water to keep them from cracking. We also needed a large space for a lumber yard, a steam sawmill and a foundry, and many, many other important adjuncts to our factory facilities. After looking about for several years, we found the ideal place at the spot now known as Steinway. At that time it was a beautiful garden spot, sur-



BRYANT HIGH SCHOOL, DUTCH KILLS

rounded by waste lands and vacant lots. It was partly wooded, and on a bluff stood the handsome mansion of Benjamin F. Pike, the well known optician. This property gave us upward of half a mile of water-front, a navigable canal, and plenty of room for our own foundry. Of course we had to create means and facilities for reaching the place quickly, which occasioned a great outlay of money, and while difficulties had to be surmounted, the project has proved a great success. It is the geographical center of Greater New York. It is nearer to the city than Harlem, as it is only five miles from City Hall. The whole matter has had an ideal result, the relations between employer and employed are cordial in the extreme, and as an indication of how the latter have prospered, no less than sixty per cent of the men employed in Steinway & Sons' factory own their own houses, while some of them own two and more houses."

As has been mentioned before, Mr. William Steinway did not stop when he erected the factory and built a few houses for the working

men. That has been done by so many manufacturers that it would hardly be worthy of extended and repeated mention. It was his ambition to make a model city of Steinway, and for this purpose he labored early and late, night and day. Neither did he put the factory and the workmen's houses down in the middle of territory far away from the city, and then left the residents to themselves and to their work. On the contrary, he never for a moment forgot that the first and direst need of the new settlement was better transportation facilities affording quick and frequent connection with Maphattan. He lived among his employes for many years, not only because the spot was very beautiful, but also that he might thoroughly understand what had to be done to make the village a place agreeable to live in. When the companies owning the surface car lines did not provide sufficient service, he bought them out, and he was the first, as has been mentioned, to conceive the idea of constructing a tunnel under the East River. It is a fact that he sank an immense amount of money in the unintermitting effort to make Steinway what in his mind it should be, and he held on with determined tenacity when almost every one of his friends advised him to give up his plans, and when many laughed at him for exposing himself to ruin. Time has completely vindicated him and proved the soundness of his judgment, although there was a period when it really looked as if he had taken too large a load upon his shoulders. The Borough of Queens owes a heavy debt of gratitude to the late William Steinway. His case is quite different from that of the earlier settlers. They did indeed join their fate with that of the land they either took up under patents or purchased from the Indians, but they had not very much to lose, and they had certainly no idea whatsoever of the real value of their work for future generations. None of them could foresee that the fields upon which they worked would once be covered with dwellings, stores and factories, and that the land, which in return for their untiring industry provided them with a living and not much more, would make the possessor who was wise enough to retain it rich beyond the dreams of avarice. And not knowing this, none of them risked very much for the possession of the soil which they tilled, but they all did not hesitate to part with it when chance offered or when the desire to wander away came over them, or again when they believed that they could secure more and better land for the price which they received for the old homestead. With William Steinway it was different. He saw what would happen, he looked into the future, and he invested all he had and could get on the strength of an abound-



*Courtesy of Paris—McDougall Company*

TWO FAMILY HOUSES, TERMINAL HEIGHTS



*Courtesy of Paris—McDougall Company*

KISSENA LAKE AND OUTLET



VIEW FROM TERMINAL HEIGHTS

*Courtesy of Paris—McDougall Company*



ing confidence in the correctness of his judgment. He knew that his losses would be enormous, that the greater part of a fortune amassed by the hard and incessant work of two generations might be swept away if events did not turn out as he had expected, or if only the turn that meant success arrived a little later than he anticipated. But with dogged perseverance and with a cheerful optimism that was one of his most charming qualities, he stuck to the work he had cut out for himself, and he succeeded. That is, the enterprise succeeded, but he did not live to see it. This is the truly tragic part of the story of the life of the man who seemed to be sunshine itself. When he was suddenly stricken down, conditions did not look very bright. In fact, for several weeks before he was attacked by the disease that carried him away almost in a day after everybody believed that his recovery was assured, he knew that it would require his utmost efforts to bridge over a period of danger. It was done, as indeed he never doubted, but he did not live to see it, and he died with the knowledge that his favorite project, the enterprise in which his whole heart was interested, needed the most careful attention it had required since its inception. For this and many other reasons, we repeat, every resident of Queens should remember William Steinway with lasting gratitude. Without him the development of the borough would not have been nearly as rapid as it has been.

Of the many veterans of the Civil War who went forth from Queens to defend the flag and the country, Captain J. Roemer, commanding officer of the Hamilton Light Artillery, which was recruited at Flushing, deserves especial mention. The command distinguished itself in many of the most important engagements, and its record is replete with deeds of daring and exceptional heroism. One instance will show of what stuff the battery and its gallant commander were made. When Burnside's army was driven into Knoxville by General Longstreet, and when it looked as if the rebels would surely annihilate the Union forces, Captain Roemer's command was ordered to defend the key of Burnside's position, Fort Sanders. They had been fighting for twelve days, under the most terrible privations, suffering from the cold and from hunger, for provisions ran low and only one quarter of a pound of bread was distributed to the men as the daily ration. On the twenty-ninth of November, 1863, Longstreet made a concerted move against Fort Sanders, and his troops succeeded in climbing upon the ramparts. The gun at which Captain Roemer was stationed had fired twenty-seven rounds of canister and was loaded with the last charge. A Confederate major laid

his hand upon the gun and shouted: "Stop firing, the gun is ours," when the Captain ordered to fire and fourteen files of soldiers fell before the deadly hail. The enemy was terror stricken and either fled or surrendered. The deed was timely, for at that moment Sherman's army was coming up to relieve Burnside. The siege was over, and Longstreet was compelled to withdraw, straining every nerve to get beyond striking distance of the Union army. The little command of less than half a hundred forming the Flushing battery had saved the day at the most crucial moment. When the fight was over and the tired captain stood leaning wearily against the caisson of the gun that had given the last shot, General Burnside rode up, and the following conversation ensued: "Good morning, Captain." "Good morning, General." "Captain, what made your shells explode so this morning?" "Oh, General, how should I know?" "What did you say to the Sergeant last night?" "I do not remember, General; I said much that it is best to forget!" "Well, I remember, and I am proud of it. Captain Roemer and his gallant battery will not be forgotten." The remarks General Burnside referred to were made on the evening before. It was then found that but little available ammunition was left for the next day's fight, and Captain Roemer decided to take recourse to some shells that had been buried by the rebels and were found by the Union troops when they entered Knoxville. These shells had corroded so that but few of them exploded. Captain Roemer had called for volunteers to help him bore out the old and useless fuses and insert new ones, a work naturally very dangerous. Sergeant Kauffmann of the Forty-sixth New York Volunteers consented to assist, saying that if the Captain could afford to risk his life there was no reason why he could not do the same. They kept close under the shelter of the ramparts in order to avoid the risk of being struck by flying shot, and commenced their perilous task. But a shot from the rebel guns struck the rampart just above them, covered them with dirt and destroyed an ammunition box containing twelve shells. Fortunately they did not explode. The Sergeant said quietly: "Captain, if you keep on, you will blow us all up." To this Captain Roemer replied savagely: "Never mind, better be blown up here than go to Richmond as prisoners." Whereupon the Sergeant answered: "Very well, Captain, just as you say," and the work went on until it was completed. That was the conversation the commanding general referred to. Captain Roemer was brevetted a major of volunteers for brave and meritorious service upon the field of battle. He was a native of Hesse-Darmstadt, and had served in the Ger-

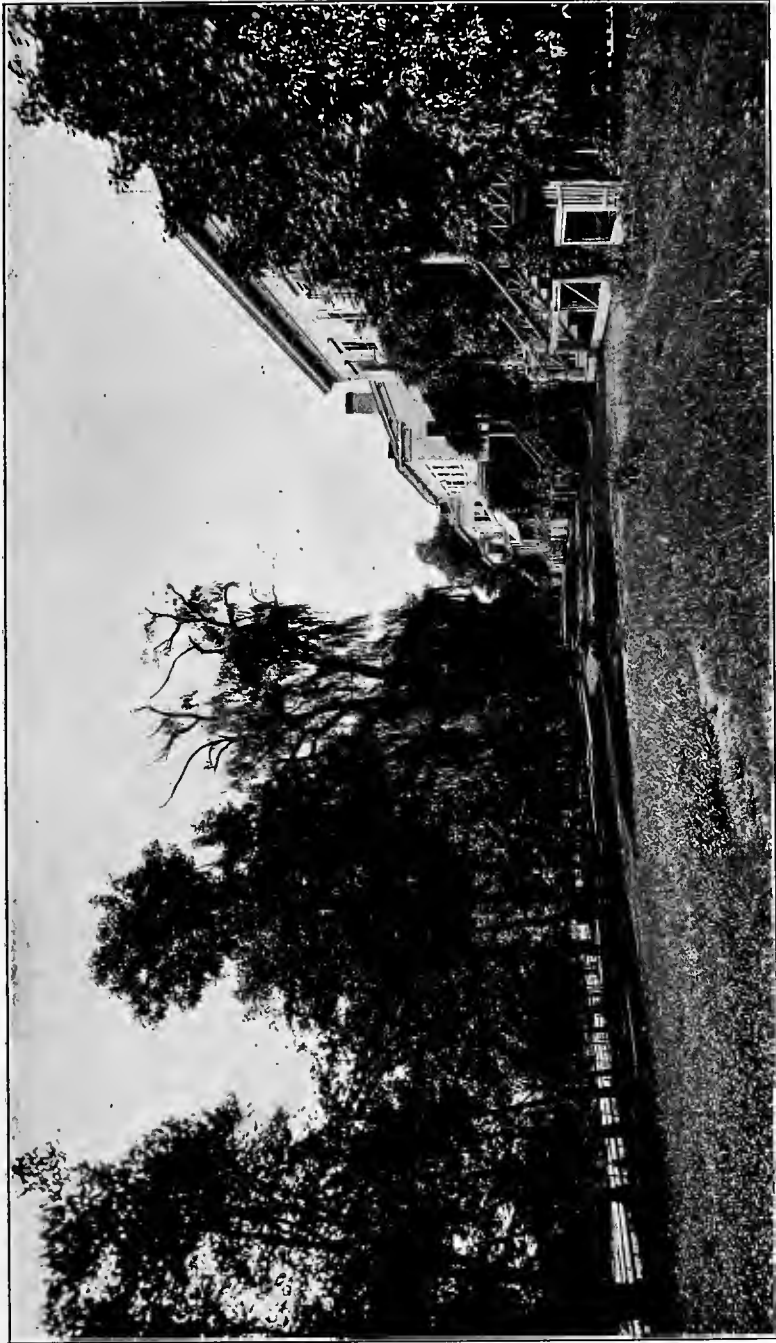
man cavalry, but settled in Flushing in 1842.

The question is frequently asked why the neighborhood known as Hunter's Point should be called a point as the present formation of the shore line does not explain it. It received its name from a ledge of rocks which projected into the East River, forming a distinct point which could be discerned by vessels passing up and down the river, and which became a well known landmark. These rocks have, in the progress of modern development, all but disappeared; they were either built upon when the ferry was established, or removed by blasting. When the neighborhood was first settled, they served as a boat landing when the tide in Newtown Creek was too low to enter it. The rocky ledge was first called Dominie's Hook, then Bennett's Point and later Hunter's Point which last name has been preserved to this day, although it does not fit the place any longer. Captain Peter Praa bequeathed the farm to which the hook belonged to the children of his daughter, who had married William Bennett, and died before his father. The Bennett children lived there, and the place was named after them. Mr. Jacob Bennett, Captain Praa's grandson, died there in 1813 at the ripe old age of ninety-four years. He left the property to his daughter Anne who had married Captain George Hunter, and the name of the place was again changed, for the last time. Captain George Hunter was a well known shipping merchant in New York, and of his great popularity many stories are told—as, for instance, that on his wedding day all the ships in the harbor threw out their bunting, and the wedding was celebrated as if the ruler of the country were one of the parties. After he and his wife had died the property remained for a few years in the possession of their children, and was then purchased by Union College of Schenectady. Of the children, Jacob Hunter has made a name for himself. He passed his early years in the peaceful surroundings of the Point but when the War of 1812 broke out, Jacob Hunter enlisted and took active part in the operations. He remained in the militia until 1821 when he resigned his position of captain in the Eleventh Regiment of Artillery which was later merged in New York's most famous regiment of militia, the Seventh, as Company D. Having entered the service immediately after reaching his majority—he was born in 1791—he left it with great regret, which he expressed in a letter still preserved, as follows: "Circumstances over which I have no control oblige me to take this step, while inclination strongly pleads to detain me in the ranks. But rest assured that while absent from my accustomed post I shall still watch with interest from the distance, and should any

emergency occur I can only add that when my country calls it will ever find me ready to follow." The emergency came, but too late to be made use of, for when the Civil War broke out Jacob Hunter had passed his seventieth year and could no longer take up the burden of active service. The sword that he had worn in defense of his country's honor rested forever in its scabbard on the wall of his library where he had placed it to be in readiness for use, until it was deposited in the relic room of the armory of the Seventh Regiment in New York City.

William Hallett, who had come from England and arrived in Queens after a short stay at Greenwich, Conn., received on December 1, 1652, a patent for one hundred and sixty acres on Long Island, described as follows: "A plot of ground at Hellegat, upon Long Island, called Jacques' farm, and beginning at a great rock that lies in the meadow, goes upward southeast to the end of a very small swamp, two hundred and two rods; from thence northeast two hundred and thirty rods, on the north it goes up to running water, two hundred and ten rods." In 1655 his house and other buildings were destroyed by the Indians and Hallett removed to Flushing where he was appointed sheriff, but deposed by Governor Stuyvesant, and also fined and put into prison, because he had permitted the Rev. William Wickenden from Rhode Island to preach at his house, and had partaken of the sacrament of the Lord's Supper from his hands. Hallett was a bitter enemy of Stuyvesant, as indeed all the English on Long Island were, and he warmly advocated the claims of Connecticut to the island when the population revolted from Dutch rule. He was a delegate to the General Court of Legislature of the colony of Connecticut and afterward commissioner or justice of the peace for Flushing. Later he removed again to Hellgate. The records show that in 1664 he bought from the Indian chiefs, Shawestcont and Erramorhar, a tract of land beginning at a creek "commonly called Sunswick," and extending westward to below Hellgate, including Hewlett's Island. This tract included nearly the whole of Hell Gate Neck, and was called by the Indians "Sintsinck." It embraced many parcels which had already been deeded by the Indians to other parties, and which had been settled upon, and they were, of course, excluded when the grant was confirmed by the English governors, Nicolls and Dongan. But we see here how the name "Hallett's Cove" originated.

It has been mentioned that the Hunter estate was sold to Union College of Schenectady. This transaction became of such enormous importance to the development of the district known as Astoria, later incorporated in Long Island City,



RESIDENCES ON BROADWAY OPPOSITE ELMHURST SQUARE

*Courtesy of Paris--McDougall Company*



DRY HARBOR ROAD, SHOWING TWO-FAMILY HOUSES OF THE  
MARKERT REALTY COMPANY.



PARKVIEW AVENUE, SHOWING TWO-FAMILY HOUSES OF THE  
MARKERT REALTY COMPANY.

that a history of the Borough of Queens would **not** be complete without a short review of the facts in the case, and the men who were instrumental in the execution of the trust formed after the property came into the hands of the college. Eliphalet Nott of Union College was desirous of founding a trust from the proceeds of which the institution should derive a regular income, increasing as the demands for funds grew with the enlargement of the college, which was not only the wish of its founders but also the natural outcome of things. It is not necessary for our purposes to follow all the transactions which took place until the title finally vested in Union College, and it will be sufficient to state that Dr. Eliphalet Nott bought the Hunter estate in 1835 for \$100,000, through his representative, Jeremiah Johnson, and that Nezhiah Bliss was an interested party. On December 28, 1852, Jonathan Crane and Charles Ely were constituted the representatives of Dr. Nott, and they were to pay to him one-third of the net profits of the estate which they managed. In addition they received \$1,500 per annum. In pursuance of the obligation they had taken upon themselves, they had the property surveyed and maps made. From these maps, various lots and parcels were sold from time to time, until in 1861 the Van Alst farm was purchased and added to the trust, and a new map made embracing the whole territory. The whole matter took a new aspect at this time. The property was divided into two trusts: one popularly known as the "Nott Trust," and the other as the "Hunter's Point Trust." Under the Nott Trust Dr. Eliphalet Nott and his wife assigned the property in question to Union College of Schenectady for the establishment and maintenance of nine professorships, six assistant professorships, tutors, fellows and scholarships, the purchase of scientific apparatus, the establishment of a special library, and the founding of, and purchase of specimens for, a geological museum. Dr. Nott reserved to himself certain rights which should allow him the fulfilment of his obligations toward Crane and Ely, and also give him the right to place the property in such condition that it would produce the best returns. The "Hunter's Point Trust," on the other hand, was created by a special act of the Legislature in 1860. Under its terms Union College bound itself to administer the undivided two-thirds which belonged to Crane, one Judson and the two Elys, who were the successors of the original joint owners with Dr. Nott, in connection with the undivided one-third belonging to the Nott Trust. This was done by the trustees of Union College at the request of Dr. Nott because it was believed that in this wise the one-third belonging to the Nott Trust would be more rapidly mar-

keted and turned into money than was possible under the old agreement. The property remained under these two trusts and under the control of Union College until 1884. In 1874 the trustees of the college had already applied to the courts, by means of an action in equity, to wind up the trusts of 1860, and to separate its own property from that in which others were interested, but it took ten long years to reach a decision. When it was finally given, Union College received twelve hundred of the eighteen hundred lots into which the property had been subdivided, free and clear. It could now handle the matter without any interference by others, and has done this with great skill and for the lasting benefit of the locality. Over a million dollars has been expended in improvements and for the development of the land, and a considerable proportion of this amount was spent for grading, docks, etc.

The immense value of the actions of Union College cannot be correctly estimated without considering the fact that it is by no means always beneficial to a community if large tracts of land are held by a few owners. They have it in their power to hasten or to retard the advance of a city or village. The small property owner can do little in this respect as long as he stands alone. He is not strong enough to influence the development of much more than his own lot or plot, or perhaps the immediate neighborhood. Even if the small owners combine, they cannot accomplish as much as one single individual owning as much as all the others together. The way in which a large tract of land is developed, or not developed, frequently shapes the destinies of a settlement for many years, and even for generations to come. Instances could be cited a plenty of cases where a community could not grow because the proprietors of one or several large tracts lying in the path of development would neither improve, nor sell, nor subdivide their property. Sometimes a village is cut right in two by land that remains a wilderness simply because the owners are waiting until a rise in prices will give them the profit they expect to make. Our tax laws are such that it is not a matter of large expense to hold unimproved property. In the meantime the surroundings remain in almost a dormant state because nobody wants to buy property where large tracts are undeveloped, not only because an even and equal growth of the whole locality is impossible, but, in addition, because one does not know how the property will be developed when it is once brought into the market, and whether it will be used for residential or other purposes. If the large tract held by Union College and its co-trustees had been held for a rise in the value, it would most assuredly have retarded the growth

of Astoria, and therefore that of the whole district now forming the Borough of Queens, for many decades. Fortunately it came into the possession of men who were eager to develop it, who wanted it to bear fruit, and who were not niggardly in the use of money if they could thereby hasten its development and increase its productiveness. Of course, the policy that brought about such splendid results was not inaugurated immediately after the Hunter estate was purchased by Dr. Nott. His interest had to some extent been speculative, and the real and sound policy of development did not commence until 1853, when the management of the property came into the hands of Crane and Ely. They started almost at once upon a policy of important changes. One of their first actions was to apply to the commissioners of the Land Office for a grant of the lands under water in front of their property, both under the East River and under the waters of Newtown Creek. As soon as this grant was ceded, the work of amelioration was begun. The lofty hill at the mouth of Newtown Creek, which had stood for ages watching the tides flowing in and out and the ships pass to and fro, and from the summit of which countless Indian chiefs had watched the shores of Manhattan Island, and from where Peter Praa, Bennett and the Hunters had surveyed their possessions, was cast into the waters. The soil upon which generations of Dutch and English farmers had raised their crops was used to cover the reefs over which the waters had rushed so long in their restless activity. The shore-front was pushed out until it afforded safe anchorage for smaller vessels and afforded room and safe ground for the erection of ferry-houses and the construction of docks. The trustees were ever ready to assist enterprises which promised to make for the increase of the population and the establishment of industries in the neighborhood. When the project of establishing a regular and adequate ferry service began to assume tangible form, they readily donated three blocks of the new ground they had made on the shore by leveling the big hill. They gave to the Flushing Railroad, when it was first planned, a tract of land worth in the neighborhood of \$20,000, and when it turned out that this land could not be used for the purposes for which it was intended, they bought it back. The land now occupied by the Long Island Railroad, extending all the way from the shore to Vernon Avenue, was given by the trustees of Union College at very reason-

able terms. They opened every street and avenue in the First Ward as far back as Nott Avenue, and they erected a schoolhouse on Sixth Street, and maintained it for a long time, because they were wise enough to perceive that the village could not grow without reasonable facilities for education, and because they were liberal enough to spend their funds for an institution that was not alone a necessity but assured also the mental and moral advancement of the population. But the practical side of the problem was not lost sight of. Over two miles of bulkheads and docks were constructed on Newtown Creek and on the river side to the canal. When the turnpike leading from the ferry to Flushing, now Jackson Avenue, was constructed, the trustees of Union College bore a large part of the cost, and they also contributed liberally to the construction of the railroad between Astoria and Hunter's Point. They gave forty-eight lots for a site for the new court-house, and have aided the authorities and the citizens in many other ways too numerous to mention. When it became imperative to secure a special act from the Legislature in order to execute improvements that had become necessary on account of the rapid growth of the population, the managers of the Union College property gave their hearty assistance and were instrumental in securing its passage. In fact, the whole management of the interests of the college on Long Island has always been in able hands, and been carried on with great tact, energy and great foresight. The community could not have brought the availability of the districts along the shore to the attention of manufacturers in the same way and with the same success as the managers of the Union College Trust have done. They have made the trust a leading, if not the most important, factor in the development and growth of the section around Hunter's Point. The trust has paid annually from \$5,000 to \$10,000 in local taxes into the city treasury, it has paid large amounts in assessments, and has expended enormous sums on its own account for the improvement of the property under its charge. Union College still controls very large tracts of unimproved lands in the wards near the shore, and there is no doubt that it will, under the same able management, continue to work for the betterment of the borough, as it has done now for upward of half a century, for the benefit of the community and of every single citizen in which district his home or his possessions may be located.






SCENE IN KISSENA PARK SHOWING RUSTIC BRIDGE



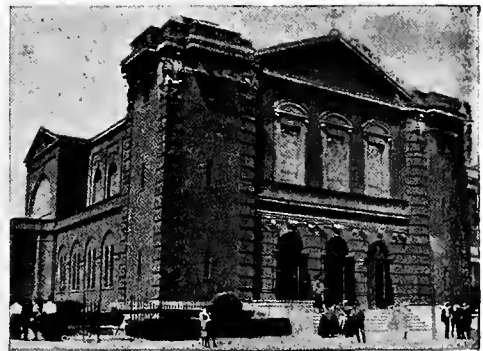
- 1 SOLDIERS' MONUMENT
- 2 MAIN ST. LOOKING NORTH
- 3 FLUSHING HOTEL
- 4 GARRETSON HOUSE (BUILT IN 1659)
- 5 BOWNE HOUSE (BUILT IN 1661)

# A GLANCE INTO THE PAST AND THE FUTURE

## PART V

 WE have now seen how the district at present known as the Borough of Queens and forming a part of the second largest city in the world, that bids fair to rival the largest one before the present century has run its course, has grown and prospered beyond the wildest dreams, not only of its earliest settlers, but also of the people who lived there one or two generations ago. Indeed such rapid growth as New York has seen is unparalleled in the history of mankind as we know it, and there is no reason to assume that it has ever been equaled in prehistoric times. We must remember and ever call to mind that the islands of Manhattan and Long Island were wildernesses, never having been visited by white man, when Europe already enjoyed a culture developed and nursed during many centuries. There several races and a host of different nations had long struggled for power over each other, mighty empires had been founded and overthrown; the ancient civilizations of Greece and Rome had flourished and gone into decay; the Germanic races had come forth out of the unknown North and conquered their former masters, and infused new and vigorous blood into the already declining strength of the Latin peoples. In northern and middle Italy and in Spain the Goths and other tribes had arrived and freely mingled with the natives, producing new races that were in many respects unlike the old ones; they in turn had gone forth and attempted to conquer the world, and for the second time within a comparatively short time, Rome had put out all her strength to make herself the master of the known universe. A new religion had arisen in the Orient, had taken possession of all Europe, and fifteen centuries later the difference in the way of thinking had caused a schism, inducing, nay, forcing the races of the north to separate from the teachings of Rome, forming their own church. The arts practised by the ancients, neglected and almost forgotten in the centuries of stress and strife, had been revived in the Italian Renaissance, and the awakening of the artistic spirit and the love for the beautiful in Germany, France and England. A paroxysm of religious fervor had come over the people and hundreds of

thousands had marched toward the Holy Land to drive the heathen from the places where the Savior had lived and preached. Africa and Asia were known, and many of the countries on these continents had been visited by European travelers and merchants. And during all this time the continent on the Western Hemisphere remained unknown, and even the men who spoke of its existence were ridiculed and considered phantastic dreamers. When it was really discovered—by accident, we may say, for Christopher Columbus was in search of India and believed to have discovered that country when after a voyage full of terror the welcome cry of "Land!" reached his anxious ear—North America remained hidden for a long time. For the discoverers, as well as the conquistadores who came after them, were in search of treasure that required no work to take away, that could be gathered by killing and torturing guileless natives, and they did not set out for new lands to conquer as long as their one desire to amass untold riches



ST. PATRICK'S CHURCH, DUTCH KILLS

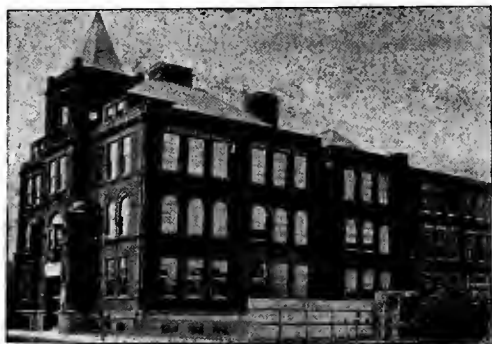
quickly was easily fulfilled. But one thought they had besides the lust for gold: as soon as they had become convinced that the new continent was not India, they set forth to find the way they supposed must exist, the water route to the coveted India that was ever in their minds. The first explorers of the northern part of the continent had no other idea; when they discovered the mouth of a mighty river they felt certain that here was at last the passage connecting one ocean with the other, that they had so assidu-

ously sought for. Almost a century was to elapse after the discovery of America, before the white man founded settlements in the region best adapted to his way of living and for the fullest development of his powers, the northern half of the continent. And Hendrik Hudson, when he discovered the bay of New York, was on the same old errand that had lured so many valiant men to perdition, the search after the all-water route to India.

All this had happened and Europe was already covered with ruins telling the silent tale of by-gone times, of races that had disappeared, never to return, of civilizations acquired during centuries of laborious work and incessant strife, of the march of countless tribes and peoples from the north to the south, always overrunning the older ones that had accomplished their destinies and grown weak and timid under the enjoyment of luxuries which they had long striven to secure, killing culture and civilization with the heavy hand of the uncouth son of forest and mountain who found satisfaction alone in the ex-

ing grounds, never even thinking of the home, the one thing that is the foundation of all culture and civilization, and the desire for which is the first sign that man has emerged from the primitive state, he remained a nomad, and a savage.

The white man came, and took possession. Not always in the Christian spirit in which he had been raised, not always remindful of the precepts or the teachings he claimed to be devoted to. It is true that he cheated the Indian when he bargained with him, and that his only excuse was that the savage was satisfied with the price he received. But the white man knew that the Indian was not aware of the value of the possessions he bartered away for worthless trifles. Still, the necessity was there, and who will not make use of it when it offers? Often enough the native was not even asked for his consent or was, when he refused it, driven from the land that he had learned to consider his own, with force. It is best to draw a veil over many of the transactions with the help of which the white man took possession of the land, and defended it against the former owner. No country and no nation is without similar chapters in its history. None like to be reminded of it, and however much we may wish that peace and good will and fair dealing alone shall rule the actions of all mankind, we know that we all are mortals and that force and compulsion will always be readily excused. It had to be. The Indian could not remain the master of the land if civilization should arise among the primeval forest and upon the wide plains, and the warlike Indian could not live in peace alongside of the white settler. One of the two had to go. And who will say that it would have been better if full regard had been taken of the wishes of the savage, and if he had been treated with the consideration that is commonly accorded to every man who is equal in every respect. Many unnecessary cruelties have been committed, there are certainly whole pages in the history of the treatment of the Indian by the American people which we should like to have blotted out, and would wipe out if we could, and if any useful purpose could be served thereby; but we must not forget that all the guilt was not on the side of the white man, that the Indian was as often the aggressor as not, that he did not fight for home, for tradition and culture, but solely and alone for the privilege of remaining in a state utterly irreconcilable with progress and advancement, if not with all the notions that are universally accepted by mankind as soon as it has emerged from the worst period of savagedom. We have no right to judge the early settlers too harshly, for they came here to found a new home for themselves and for the culture that had been acquired through centuries of progress,



PUBLIC SCHOOL NO. 1, DUTCH KILLS

ercise of his brute strength, erecting new empires and in turn becoming the victims of the more hardened races who followed them—and the land that was one of the richest in the world, having been filled by nature with the most bountiful wealth, was still in the undisturbed possession of the roaming savage. Satisfied with the gifts that nature bestowed upon him without requiring more than ordinary exertion, he wandered through the limitless forests, killing the game he needed and drawing from the waters what the land would not grant. No higher desire lived within his breast, no effort did he put forth to conquer nature and to raise himself to a higher level. Free from the ambition to advance, he was indeed the lord of the land inasmuch as he was the master of all he saw, but he never really conquered nature, for he took only what could easily be procured. Ever ready to shift his hunt-





1



2



3



4



5



6

- 1 FLUSHING'S BIG OAK.
- 2 IRELAND MILLS. AMONG OLDEST ON LONG ISLAND.
- 3 SHORE NEAR FORT TOTTEN, WILLET'S POINT.
- 4 SAILING ON FLUSHING CREEK
- 5 KNICKERBOCKER YACHT CLUB AT COLLEGE POINT.
- 6 WEEPING BEECH ON WASHINGTON PLACE. FIRST TREE OF ITS KIND  
INTRODUCED IN AMERICA.



### FLUSHING HOMES

1. RESIDENCE OF WM. P. WILLIS, BOWNE AVE.
2. RESIDENCE OF J. C. EGAN, MURRAY HILL
3. OLD MITCHELL HOMESTEAD, WHITESTONE AVE.
4. BOGERT HOMESTEAD, LAWRENCE ST.
5. MONTGOMERY MANSION, BROADWAY



- 1 ORIGINAL FLUSHING FREE LIBRARY (NOW REMOVED)
- 2 FLUSHING BRANCH, BANK OF LONG ISLAND
- 3 FLUSHING HOSPITAL AND DISPENSARY
- 4 FLUSHING TOWN HALL (USED AS SEAT OF QUEENS COUNTY SUPREME COURT WHILE COUNTY COURT HOUSE WAS BEING REBUILT)
- 5 ARMORY HALL (FIRST ARMORY OF 17TH SEPARATE CO.)
- 6 FLUSHING PUMPING STATION AT OAKLAND LAKE
- 7 NIAHTIC CLUB, FLUSHING.





- 1 RESIDENCE OF JAMES A. RENWICK, BOWNE AVENUE, FLUSHING.
- 2 RESIDENCE OF CAPTAIN I. J. MERRITT, WHITESTONE.
- 3 BULLARD RESIDENCE, SANFORD AVE.
- 4 FRONT VIEW OF OLD BOWNE HOUSE.
- 5 RESIDENCE OF J. VIPOND DAVIES, BOWNE AVE.
- 6 RESIDENCE OF JOHN W. CRAWFORD, PARSONS AVE.
- 7 RESIDENCE OF E. V. W. ROSSITER, SANFORD AVE.

they came to preserve what was not only theirs but also humanity's most valuable possessions, and above all, they came to make this new continent a fit habitation for civilized man. They suffered at the hands of the savage, they suffered untold privations even after they had found security from the attacks of the Indians, they worked under the most severe difficulties, and we must wonder, when we read the story of their lives, how it was possible for them to overcome all the obstacles that they found in their way, and how their women and children withstood the sufferings that had to be undergone. They must have been a hardy race, brave in the face of danger, but braver still in their resolve to live a life as hard as was theirs with so little to recompense them for their sufferings and privations. It is not to be wondered at that so mighty a people sprang from the loins of those who first conquered the land in the truest sense of the word, for they did not despoil and leave it to its fate after the treasures which were nearest to the surface had been gathered, but they laid the foundation for the coming generations who were to reap the fruits of the work they had done. Of such stuff were the early settlers of Long Island and Queens, whether they came from the Netherlands, from England or from France or Germany. And they brought with them such an unbounded love of liberty and such a strong hatred against oppression of any kind that at that period the future destinies of this great country were already shaped. For whatever might have happened, whether England would have treated the colonies differently when she deliberately set about to offend them, a people that was born in this way, that had learned to rely upon its own strength, and that had felt its power as well as its ability to govern itself, could never have been subjugated by others. It had grown up in freedom and with the help of freedom, and it needed freedom as much as man needs pure and fresh air to breathe.

This people grew in numbers, in strength and in material welfare. Necessity was no longer the one ruler of all and everything. Refinement took the place of customs that had become somewhat rough in the course of the hard task which took the desire to do more than to force the soil to give sustenance out of men's hearts. It was no longer imperative to build every dwelling like a fortress because hostile savages might swarm out of the dense forests at any moment to attack, to pillage and to murder. Better, larger and more commodious houses were erected on Long Island, as everywhere else. It became easier to secure the comforts and even luxuries which had been so long missed and almost forgotten. Blooming gardens and fields covered with

rich crops appeared where swamps and woods had been so long. Communication with neighboring villages was established by wagon roads and ferries. What is now Queens awoke to the fact that there was a large city growing up nearby that was willing to pay for many things which could be produced in the vicinity. The farmer, the market gardener and the florist wended his way cityward and exchanged the product of his toil against dollars. Material wealth increased and was no longer confined to the many rich merchants who transacted their business in New York and came to Queens for rest and recreation. And soon another transformation took place. The old city across the river was growing too small for the manufacturers who had established themselves there. They migrated across the narrow strip of water and erected their large buildings along the water-front, on the banks of the creeks and further inland. The sound of the hammer and the saw was heard on all sides, and thousands of busy wheels hummed in the factories. Queens was fast becoming a center of industry, and working men without number found it convenient as well as pleasant to establish their homes there. It was an awakening of the greatest importance, and it tended at the same time to draw the bonds between the district and the city closer. But before the change had been completed, another one came, quicker than the most sanguine mind had anticipated. Large tracts of land were subdivided into building lots and plots, and swarms of New Yorkers, tired of living in a noisy, narrow and stifling desert of stone, came to seek pleasant and healthful homes. New settlements sprang up as if by magic, whole



WARWICK HALL AND FIRE HOUSE, CORONA

rows of houses, almost whole villages grew where a few years ago the plow of the farmer had prepared the soil for his harvest. He reaped better now than he had ever dared to dream in his fondest anticipations, for the value of his land was no longer measured by the acre or by the crop it could produce, but by the lot and the running foot. Staid old villages that had lived



and, we might almost say, slept, true to the traditions of bygone ages, awoke with a start and rubbed their eyes when the bright electric lights shone upon them and the cars swished by them. They were modernized in the twinkling of an eye, and new life showed itself in a spirit of enterprise such as had never been known. The new, the modern conditions were at hand, and they showed themselves first in the desire to combine, to be bigger and greater than before, and to unite for concerted action in the common interest. For what had been formerly and until very recent times a divided community, with different and widely divergent aims and purposes, had suddenly become a compact mass. The feeling that all the different villages belonged together and were actually compelled to unite, manifested itself and became stronger from day to day. It was not long in taking shape, and the creation of Long Island City was the first step. This, however, could not suffice. A stronger tie was necessary, and a union through the perfection of which local pride need not suffer appeared advisable. It came about when the Greater City was formed, when the whole district could be incorporated on equal terms in the metropolis whose greatness everybody recognized. It was the fulfilment of what is sometimes called "manifest destiny." Queens had always been to some extent dependent upon New York. The nearness of the great city had given strength to the district across the East River and furthered its growth and development. Most of the inhabitants either transacted their business on Manhattan Island, or at least a great part of it. From there came, so to speak, the stimulus that made the blood in the body of Queens roll quicker. In fact, a good part of the blood itself had been furnished by New York. There was hardly any dividing line in existence, certainly not a



STREET VIEW, RICHMOND HILL

visible one. The population was of the same kind, they knew each other and belonged together. Their interests were alike. Consolidation could only increase the rate of development on

both sides of the East River. Thus it was natural that it was overwhelmingly desired and greeted with sincere expressions of joy and contentment when it came.

As a part of the great city the different communities embraced in the territory known as the Borough of Queens have, of course, lost a certain measure of their former independence. They must look for the means to execute the improvements they desire to the city authorities, which they indeed help to elect, but which must take into account demands made by, and necessities existing in, the other boroughs. But the compensations for this apparent loss are plentiful. The credit and the money of the richest city on the continent is at the disposal of the cities and villages which formerly found it very difficult to procure the means required for the most necessary things. Queens has been treated liberally, and many important public undertakings have been started and executed that could not even be thought of as long as the borough had nothing but its own credit to pledge. Its own inhabitants are no longer alone interested in its progress, but the whole city of nearly four millions of people must see that the district which is now part of New York is developed as rapidly as possible and on lines in harmony with those which have been followed by the older boroughs. Before consolidation came, for instance, the construction of a bridge connecting Manhattan with Queens was a matter in which old New York was not greatly interested because it was believed not without some reason that it would benefit a foreign territory more than the city that would have to contribute the largest share of the money required. At the present time such a bridge connects two parts of the same city, it is therefore without question a benefit to the whole city, and the opposition has lost its most valuable argument, that the city would give its money to pay for an improvement the advantages of which would be reaped by outsiders. This is but an example, and there are many other expenditures to which the same line of reasoning will apply. Nor need Queens be overmodest and shrink from the idea of using money raised by taxes in the other boroughs for improvements within its own confines. Under the old conditions it would indeed have been wrong to build streets and sewers in Queens with money contributed by citizens of Brooklyn or Manhattan, but now, since consolidation has been brought about, it is eminently right and proper. People who insist that each borough should pay for its improvements with the money raised by taxing its own citizens, might as well claim that the entire cost of laying out and grading streets, of constructing sewers and furnishing other needed improvements should be



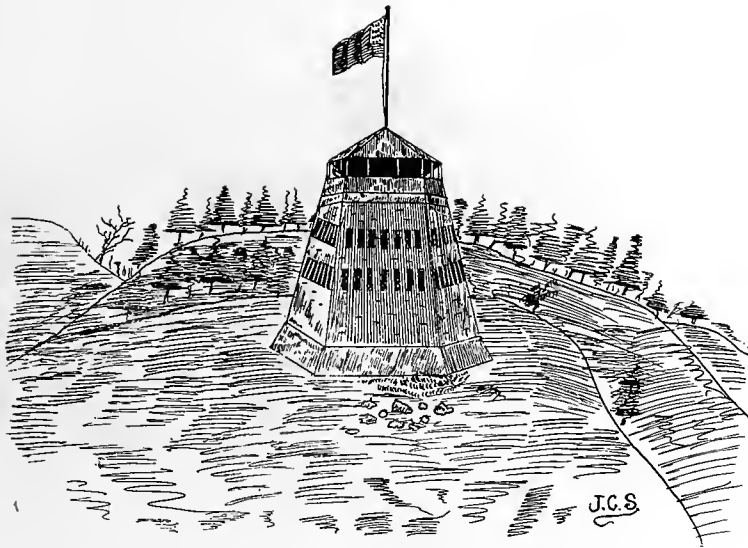
### FLUSHING HOMES .

1. RESIDENCE OF ERNEST MITCHELL, WHITESTONE AVE.
2. SANFORD AVENUE LOOKING EAST FROM PARSONS AVENUE
3. RESIDENCE OF E. E. SPRAGUE, SANFORD AVE.
4. RESIDENCE OF DR. WM. M. STONE, JAMAICA AVE.
5. RESIDENCE OF M. M. GILLAM, BROADWAY
6. CEDAR OF LEBANON (LARGEST IN AMERICA)



### FLUSHING HOMES

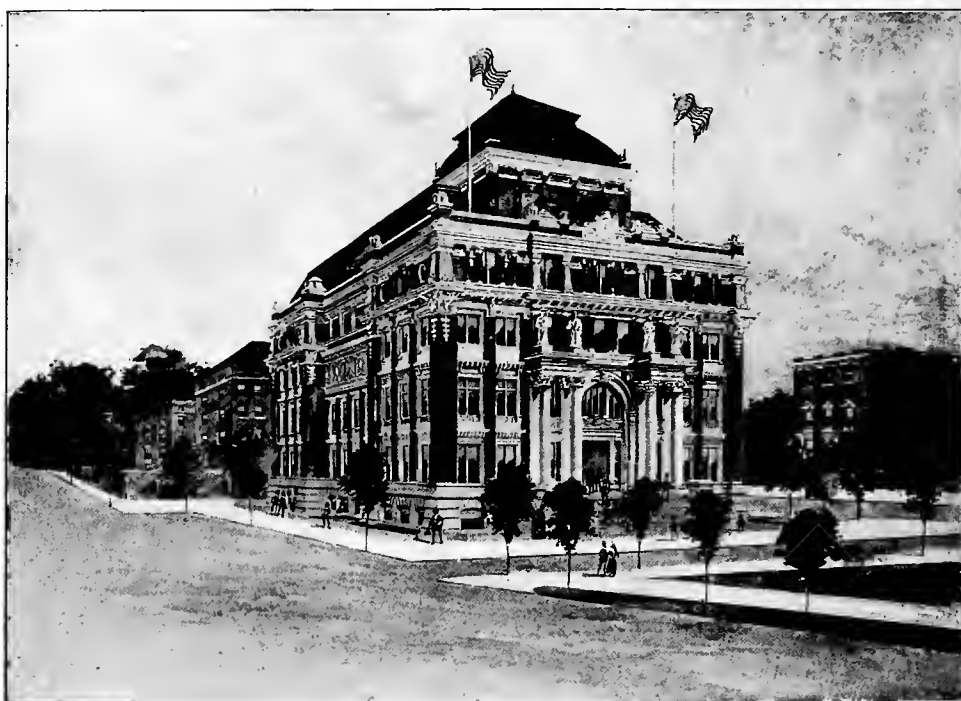
1. RESIDENCE OF G. HOWLAND LEAVITT, BOWNE AVE.
2. "SHORE ACRES," COUNTRY RESIDENCE OF G. H. LEAVITT AT BAYSIDE
3. RESIDENCE OF PIERRE NOEL, JAMAICA AVE.
4. RESIDENCE OF WM. CARSON KANE, MAPLE AVE.
5. RESIDENCE OF C. C. DOWNEY, PARSONS AVE.



THE OLD BLOCK HOUSE, HALLETTS POINT, 1814



ALONG THE NORTH SHORE ROAD



*Peter M. Coco, Architect.*  
 QUEENS COUNTY COURT HOUSE, LONG ISLAND CITY



TOWN HALL, JAMAICA



borne by the owners of the lots directly benefited alone. If this reasoning were accepted, progress would stop. The benefit of one is the benefit of all, this is the well established rule according to which all communities must be governed. If the city spends money in Queens, it increases the value of the city as a whole, and the boroughs which are not as thickly settled as the others, must be helped to increase their rate of growth, if for no other reason than because in this way their taxing power is increased and the income of the city as a whole augmented from year to year.

In little more than two and a half centuries Queens has grown from a wilderness into a fine and busy city. It is now growing at a healthy rate. Conditions are improving rapidly, and the signs of enterprise are visible on all sides. But, after all, the greatest change the district has seen in its whole history is still to come. It will be-

gin within the next few years, as soon as the several tunnels and bridges connecting Queens with Manhattan are completed. Then we may look for the swarming of the people looking for cheap and pleasant homesteads in agreeable surroundings, then manufacturers and merchants will come in ever greater numbers, and then Queens Borough will indeed be a part of the great city in fact as well as in name. And it is not necessary to do violence to the imagination or to indulge in phantastic dreams in order to become convinced that the next twenty-five years will see a growth and development that will equal, if not surpass, anything done in the past. And ere many years have passed a new city will have grown up on the East River and the Sound that in everything valued by civilized mankind, in beauty and wealth, in greatness and activity, will be the peer of all the other parts of the great city to which it belongs.



JOHN H. RIDENOUR

# THE FLUSHING JOURNAL

## PART VI



THE Flushing *Journal* was a pioneer among the newspapers of Queens County and of Long Island. It was founded by Charles R. Lincoln in 1842, and was the first secular newspaper printed in Flushing. Prior to that year, in 1840, the students of St. Thomas's Hall started a newspaper called the *Repository*, which lived less than two years, and about the same time Mr. Lincoln printed the *Church Record*, edited by Rev. Dr. Francis L. Hawks, the principal of St. Thomas's Hall, for many years a noted educational institution of Flushing. On October 9, 1841, Mr. Lincoln printed a trial issue of his proposed paper, with which he canvassed for subscriptions, a facsimile of which appears herewith. The following March the regular publication of the paper was commenced.

The *Journal* prospered and was conducted for more than twenty-five years by Mr. Lincoln. He was an able editor and made the paper a power.

The first publication office of the *Journal* was in a small house on what was known as Cottage Row, the street in the rear of St. Thomas's Hall, and which is now known as Monroe Street. From there it was moved to rooms on Broadway over Samuel Lowerre's store, which stood near where the Broadway Lyceum is now located. From this location the office was moved to two rooms in a building adjoining the Fountain House on Main Street. It remained there until the fire of 1868. After that the office was moved to the building on Broadway which is now occupied by Bowne's feed store.

Mr. Lincoln died in 1869. The paper was then run for a brief period by Henry F. Lincoln, second son of the deceased. Shortly afterwards quite a contest for the ownership of the paper sprang up between Orange Judd of the *American Agriculturist*, then a resident of Flushing, and Conrad Poppenhusen, a resident of College Point, who about that time became the owner of the Flushing and North Side Railroad, and who wanted to help along the interests of his road by the use of the paper.

During that contest Joseph E. Lawrence, who had recently come on from California, where he

published the *Golden Era*, took charge of the *Journal* and was mainly instrumental in selling the *Journal* to Mr. Poppenhusen, securing a good price for Mr. Lincoln's widow. Mr. Lawrence continued as editor for several years, until 1872, when he returned to California to settle up his affairs there. Mr. Lawrence was one of the well known Lawrence family of Bayside and a journalist of distinction. A noted contributor to the *Journal* under Mr. Lawrence's management was his sister, Mrs. C. W. Lawrence, author of "Do They Love Us Yet," a treatise on spiritualism. Another writer was Fred C. Harriott, the husband of Clara Morris, the well known actress who was then a resident of Whitestone. Following Mr. Lawrence the *Journal* was conducted by William and Arthur Gibson, but the subscription list did not grow under their guidance and the railroad interests having secured all they set out to gain by its ownership sold the paper on March 4, 1875, to C. W. Smith, then of Whitestone. During a short period prior to the purchase by Mr. Smith, James W. Covert, who was congressman representing the Long Island district, and who has, since consolidation with New York City, been an assistant corporation counsel, was editor of the paper.

Mr. Smith started the management of the *Journal* with little capital but he succeeded in building up a prosperous paper. Joseph E. Lawrence, who had returned from California, rendered Mr. Smith valuable and generous service until his death in 1877. In 1876 the *Journal*, which up to that time had been a Republican paper, was changed to a Democratic paper, and it is worthy of note that so strong was the paper in its news matter that the change was accomplished with the loss of but half a dozen subscribers.

On March 4, 1879, the *Evening Journal* was started. There were many prophecies that it would not survive, but it made many friends at once and perseverance brought it through and it has not missed a single regular issue from that date to the present. It was just after this that the *Journal* was moved to the office at 75 Broadway, which it still occupies. Mr. Smith conducted the paper until 1890 when he sold it to John H. Ridenour, the present proprietor.

## THE JOURNAL UNDER MR. RIDENOUR

While not taking one whit from the praise due those who directed the *Journal* in its earlier days, it can be truthfully said that everything that went before has been far eclipsed under the present management, which is attested by the prosperity, the standing and the influence of the *Journal* today as one of the foremost of the suburban dailies of New York City.

The controlling principles of the management have been:

First—Independence of thought and action. The *Journal* has always fearlessly told what it believed to be the truth. No consideration has caused it to waver.

Second—Accuracy of statement. Every possible effort has been made in every instance by the reportorial department to get all the facts, get them right, and state them without color or bias. An effort has always been made to give the proper importance to each piece of news. Having no end to serve, the *Journal* has not magnified without warrant the information it has furnished.

The work of the *Journal* along these lines has been noteworthy. It has been the leader in announcing the happenings of importance in the community. Every issue of the paper has teemed with exclusive articles. The *Journal* announced in Flushing two hours ahead of every other paper the assassination of President McKinley. It had the most complete account of the San Francisco disaster that appeared in Flushing for twelve hours. A reporter of the *Journal* was on the scene of the burning of the excursion steamer, *General Slocum* in Long Island Sound before the boat was beached, and that afternoon the *Journal* gave as good account of the disaster as any Manhattan paper. The trip to the *General Slocum* was made by a reporter for the *Journal* in a rowboat from College Point. The *Journal* had a special correspondent at the Vanderbilt Cup races and bulletined the result of each contest within five minutes after it was decided.

The *Journal* has on the morning following each election issued an extra that contained the full accounts of the local results.

The fearlessness of the *Journal* was never better shown than in relation to the purchase of the land for Kissena Park in Flushing. From the very inception of that enterprise the *Journal* insisted that the prices to be paid for the land should be made public. Finally the *Journal* secured the prices and exclusively published them. This caused a sensation. Still adhering to its purpose of giving all the facts in every case the *Journal* exclusively published an interview with one of the principals in this matter, which came as a thunderbolt in a clear sky, and which so

startled the public that later an investigation was held by the Queens Grand Jury.

## MR. RIDENOUR'S CAREER

Mr. Ridenour, as might be supposed, is the dominating personality of the *Journal*. He is ever open to suggestions, and courts them, but his own judgment, after hearing all sides presented, controls every situation.

From boyhood journalism had for him an irresistible attraction. Before entering Wittenberg College at Springfield, Ohio, he was connected with the Springfield (Ohio) *Republic*. After four years at Wittenberg College, he went to the University of Wooster, at Wooster, Ohio. Later on he took a special course in political economy, social science and literature at Columbia College. He is a member of the New York Alumni Chapter of Sigma Chi Fraternity, of which Grover Cleveland is an honorary member.

Mr. Ridenour's class at Wittenberg turned out an unusually large number of newspaper men. Arthur Hosterman and John Garver were associated for some years in Ohio and Indiana newspaper ventures; Harr Wagner, publisher of the *Golden Era* of California; Robert Young, who was the editor of a number of church papers, and E. T. Bunyan, who was associated with Harr Wagner, were in his class.

Mr. Ridenour wrote one of the first articles advocating an Arbor Day celebration and helped materially the first great celebration of that day in Cincinnati. For a cleverly written satire on the Wagner craze which had taken such a decided hold upon the American public, he received a letter of thanks from S. R. Reed, the famous S.R.R. of the Cincinnati *Commercial Gazette*, and also from a leading professor in the Cincinnati College of Music. In 1892 while reporting for the Cincinnati *Post* he wrote the history of Archbishop Purcell of Cincinnati. This article attracted considerable attention and was favorably commented upon by Archbishop Wood of Philadelphia and Archbishop Elder of Cincinnati, who succeeded Archbishop Purcell. It led, soon after, to his being offered the managing editorship of the *Post* on the return of E. W. Scripps, the president of Scripps' League of Newspapers, from a tour of the world.

This league at the time embraced the Cincinnati *Post*, the St. Louis *Chronicle*, the Detroit *News* and the Cleveland *Press*. Many papers have been added since. Cincinnati then had the unenviable reputation of being the most corrupt city in the Union. The city was tyrannized over, justice was trampled upon and this condition of affairs offered an opportunity that comes to few newspapers. The *Post* under Mr. Ridenour's management began a vigorous and successful



1. PERCIVAL MULLIKIN

2. WILLIAM O. DE MOLA

3. LESTER S. FARMENTER

5. JAMES F. CONROY

4. HARRY R. GELWICKS

6. CLIFFORD B. BOWNE

7. JOSEPH R. HEMLER



crusade against the notorious rings that were in control of the city. The *Post* had made itself the champion of the people and its circulation jumped from 6,000 to 56,000 in five years. In 1887 Mr. Ridenour was sent East as the New York editor of the Scripps' League of Newspapers.

While there he organized a newspaper expedition to explore Alaska that was unusually successful, so much so, in fact, that the same parties were sent out a second time by Mr. Arkell, the publisher of *Judge*. The Alaska expedition was followed soon after by the famous trip of the fifty representatives of American skilled labor, including Mr. Coleman, secretary of agriculture under President Cleveland, to the Paris Exposition, under the auspices of the Scripps League, for the purposes of studying the labor question in England and on the Continent.

A change in the management of the league having occurred in 1890, the New York office was given up, and tempting inducements were held out to Mr. Ridenour to accept the managing editorship of the *St. Louis Chronicle*. He refused the offer to go West again, because of a long cherished ambition to own and publish a paper for himself.

With a view of finding a suitable location he traveled extensively in the South and West. He was struck with the wonderful progress of the Southern States and the phenomenal development of their resources, but circumstances decided him to settle in or close to New York City. Before going South he had had correspondence with Charles W. Smith, then proprietor of the *Journal*, and upon visiting Flushing in November, 1890, negotiated for the purchase of the *Journal*. The formal transfer took place December 1, 1890.

#### ADVANCEMENT OF THE JOURNAL

In its early days while the *Journal* office was located over the store of Samuel Lowerre on Broadway, in the rooms on Main Street adjoining the Fountain House and in the building on Broadway now occupied by Bowne Bros.' store, the paper was printed on a Washington hand press. When Charles W. Smith bought the paper and moved into the building now occupied by the *Journal* a modern Campbell cylinder press was introduced on which the paper was printed. The equipment of the job room was also increased.

Mr. Ridenour had scarcely taken hold of the *Journal* management when he began to increase its equipment throughout. First, a Thorne typesetting machine was installed to take the place of the hand composition of news for the paper. This increased the *Journal's* facility for giving news and was greatly appreciated by its patrons.

It was but a few years until two linotypes were introduced and then the news composition was increased many fold. There was also introduced a Babcock Despatch fast-printing press. New equipment of presses and type were placed in the job room and it was made one of the most up-to-date offices in the city of New York, a position which it still holds.

The *Journal's* job department has always been noted for the artistic character of the work turned out. All lines of commercial work are being constantly handled. But in addition the *Journal* in 1890 published a directory of Flushing. It also printed the "History of St. George's Parish," written by the late Rev. Dr. John Carpenter Smith, and the "History of Flushing," written by Rev. Henry D. Waller, rector of St. George's Parish. A notable piece of work from the *Journal's* job office was "Douthitt's Art Manual." The *Sword and Shield*, the parochial publication of St. George's Parish, is issued monthly from the *Journal's* press room. The *Theosophical Forum* during the time it was issued was printed by the *Journal* also. Ever since it has been issued the *Journal* has printed the yearly calendar of the Good Citizenship League, a work that is a leader of its kind in this country.

The progress of the *Journal* was uninterrupted by untoward incidents until September 10, 1907, when a fire starting in the stock room was not gotten under control until thousands of dollars of damage was done. The press and linotype rooms suffered greatly, yet such was the enterprise of the management that the following evening the paper was issued as usual from its own plant, with the full and usual quota of news.

#### THE JOURNAL STAFF

One of the cardinal principles of the *Journal's* owner has been recognition of the services of his subordinates. As long as services are faithfully done the employé can feel sure of his position. The result has been the creation of a splendid *esprit du corps* among the *Journal* men and their remaining with the *Journal* through long periods of service.

The list of men who have been employed on the *Journal* is an honor roll, creditable alike to the paper and to the men who compose it. The *Journal's* columns have been made attractive not only by the efforts of the regular men on the staff, but by contributions from time to time of men and women of prominence, locally and abroad. The invitation has always been extended to any one who has anything of importance to say upon a subject of popular interest to say it in a communication to the *Journal*. The result has been that many able and interesting communications have been contributed.



In the early days Samuel B. Parsons, one of the well known literary men of Flushing, was a frequent contributor. Benjamin Downing, who rose to leadership in Queens politics, both before and after his political star was in the ascendancy wrote for the *Journal*. Walter R. Burling, who still survives, and has been the founder of many newspapers on Long Island, and the late Thomas H. Todd, who was the founder of the *Long Island City Star*, served their apprenticeship in the *Journal* office and received the inspiration here for their future successes. Police Justice Edward Frame of the village of Flushing contributed very often. Clarence A. Drew, who afterwards became a police judge of Flushing and is a successful attorney of Queens County, was a reporter for years on the *Journal*. Among the brilliant articles contributed to the *Journal* have been a series of musical criticisms by Rev. C. W. Knauff.

Thomas Blain, now the owner of the *Port Chester Item*, served the *Journal* as local news editor. Monroe S. Wood, who has been for years the valued correspondent for the *Brooklyn Times*, and is also the owner of the *Nassau County Sun* of Mineola, L.I., gained his first experience on the *Journal*. Jerome Case Bull, the novelist of national fame, reported for the *Journal*. John Scott, who has gained newspaper laurels in the West, was a reporter for several years. Frank Tully, prominent in the advertising world of New York City, got his first newspaper experience under the present management of the *Journal*. Likewise did Starling H. Busser, one of the chief aides in the George Batten Advertising Agency of New York City. Ben Benton, who is the leading sporting writer of Boston papers, served the *Journal* several years. Captain J. W. Dixon, who is a contributor to many army publications, was a reporter for the *Journal* and still contributes frequently. William H. Johnson, now holding a managerial position on the leading paper of Tacoma, Wash., was initiated into newspaperdom in the *Journal* office.

The present staff of the *Journal* consists of Harry R. Gelwicks, Percival Mullikin, William O. DeMola, James F. Conroy, Joseph F. Poey, E. N. Dodson and W. J. Barthell in the reportorial department; Lester Parmenter, chief of the advertising department, and Clifford Bowne, circulation manager.

Mr. Gelwicks is now closing his thirteenth year with the *Journal*. He is a native of Ohio and attended Wittenberg College, the same institution as Mr. Ridenour, and afterwards the Ohio State University. While at Wittenberg he was the college representative of the *Springfield Republican-Times*. During this interval Mr. Gelwicks traveled as far east as Pittsburg and west as far as Chicago on assignments for this paper.

Completing his college course he took a course of law and was admitted to the Bar of Ohio. He then came to New York City and engaged with the Funk & Wagnalls Company in editorial work on the *Standard Dictionary*. At the same time he did reportorial work for the *New York Recorder*. Shortly afterwards he engaged with the *North Shore Review* of Bayside, L.I., as business manager. After a few months with this paper Mr. Gelwicks came to the *Journal* and has been with it ever since.

Percival Mullikin came to the *Journal* April 1, 1903. He is a native of Maryland and lived there until coming to Flushing. He engaged in newspaper work at the age of sixteen, publishing an amateur newspaper in Trappe, Md., known as the *Trappe Enterprise*. After four years he sold out and the name of the paper was changed to the *Talbot Times*. He remained with this paper as manager for three years, when he left to engage in mercantile business. In 1896 Mr. Mullikin purchased the *Times* and continued its publication until coming to Flushing. Just before Mr. Mullikin left the *Times* the publication office was moved to Easton, the county seat of Talbot County. While a resident of Maryland Mr. Mullikin took an active part in the Republican politics of his county and was postmaster of Trappe for four years and a member of the Republican county committee.

William O. DeMola came to the *Journal* in June, 1903. He has been a resident of Flushing since 1870. He has been engaged in newspaper work since boyhood. He was first with Walter R. Burling, who had a paper in Flushing. Later Mr. DeMola did special work for the *New York Evening Post*, the *New York Tribune* and other New York dailies. For seven years Mr. DeMola was news editor of the *Engineering Record* and was later on *Contract News*, *Fire & Water*, and other Manhattan trade journals. In 1886 Mr. DeMola was for a short time on the reportorial staff of the *Journal*. Mr. DeMola is a member of Ancient Lodge No. 724, F. & A. M. of Manhattan.

James F. Conroy, a native of Flushing, first came to the *Journal* in 1895 as a carrier boy. He continued as such until the completion of his common school education when he was given a position in the *Journal* job rooms. He served his apprenticeship well and faithfully there, and then was advanced to office work. Before long he developed an aptitude for reportorial work and in January, 1903, was made a regular reporter on the paper.

Joseph F. Poey has covered the Whitestone field for the *Journal* for seven years. In the meantime he has studied law and is now a practicing lawyer in Flushing and gaining a good practise. He still continues on the *Journal* staff,



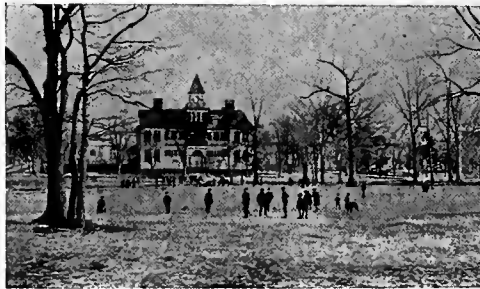
1. THE BUSINESS OFFICE  
3. THE EDITOR'S DESK  
5. THE PRESS ROOM

2. THE REPORTORIAL ROOMS  
4. THE LINOTYPE ROOM  
6. THE JOB OFFICE

however. E. N. Dodson covers the Long Island City field and W. J. Barthell covers the Jamaica field.

Lester Parmenter came with the *Journal* in 1897. He is a native of Woodstock, Ontario, Canada. After completing his education he was with the Massey-Harris Co. Limited, leaders in Canada in the manufacture of agricultural implements. He left the employ of that firm to come to Flushing with his parents. Soon after coming to Flushing Mr. Parmenter engaged with the *Journal* in the business department. He was shortly thereafter advanced to the head of the advertising department and has managed it with marked success.

Clifford B. Bowne came with the *Journal* February, 1907. He is a native of Flushing, a descendant of one of the old colonial families of the town of Flushing. After completing his education at the Flushing High School he took a business course at New York City Y.M.C.A. Business College. As soon as his course there was completed he entered the auditor's office of the Long Island Railroad. He next engaged with the Foye-Fox Contracting Company of New York City. From that firm he came to the *Journal* and was placed in charge of the circulation department. His work has resulted in increasing the circulation of the *Journal* materially. He is a member of Pacific Lodge No. 85, I.O.O.F.



SCHOOL HOUSE, CORONA

# BIOGRAPHICAL SKETCHES

JOHN HENRY THIRY, from 1866 to 1875 a book dealer but now retired, son of Jean Baptiste Thiry and Anne Marie Dussard, is a native of Antwerp, Belgium, where he graduated from the First Normal School in 1845. Since 1874 he has been a resident of Queens County. His political convictions are with the Democratic party. Mr. Thiry was school commissioner under three mayors and at present he is a member of the local school board, District No. 41, Queens Borough, New York City. Mr. Thiry became widely known as the father of the European system of School Savings-banks in the United States, which was introduced March 16, 1885. Thanks to this system the little school depositors have been able to save, up to 1906, no less than \$4,896,584. He is a member of the Knights of Columbus, the American Social Association and the Charities' Organization. In 1853 he married Ernestine Desamblanc, who died June 16, 1896. His second wife was Miss Margaret O'Connor, whom he married February 23, 1898. Two sons resulted from his first marriage, Raphael Ovide and Joseph; five children from his second, George, John Henri, Henrietta Frances, John, and an infant born December 27, 1907. John Henri and John died, respectively, March 17, 1899, and April 28, 1906. Twenty-two years ago, the distinguished gentleman introduced the system of School Savings-banks in the United States, which has grown to such an extent, that the system is now in operation in 1,098 schools of 173 cities of twenty-two states in America; the scholars of these schools have saved \$5,485,504.48, of which \$4,875,897.26 has been withdrawn leaving a balance of \$809,617.22 due. This statement is up to January 1, 1907, and shows the total number of the little depositors to be 177,972. As the founder of this important branch of our school system, Mr. Thiry's name and triumph will stand imperishable throughout the Union.

ELIAS A. FAIRCHILD graduated from Rutgers College in 1854 and succeeded his father, Ezra Fairchild, as principal of the Flushing Institute, until the school was closed in 1902. Under his direction the institute was for many years one of the best known private schools in this country and was attended by boys from other lands as well as from every state in the Union. Mr. Fairchild's institute property was one of

the attractive landmarks of Flushing, and its absorption for business purposes after the closing of the school marked one of the radical changes in old Flushing. Mr. Fairchild died May 2, 1907, and as a tribute to his character and life's work we quote the following: "We, the Business Men's Association of the Village of Flushing, desire to place upon record our appreciation of the life and services in this community of Mr. Elias A. Fairchild. Although never holding an official position in the affairs of the village, his voice and vote were always on the side of right and justice. In his life work, the education of young men, he was preeminently successful and many among us have reason to rejoice that they were placed under the guidance of his firm but loving care. Of a most cheerful disposition, he always had a kind word and pleasant smile for all and he will be missed as few men are. We thank God for the life of Elias A. Fairchild."

DAVID L. VAN NOSTRAND, one of Queens County's most eminent citizens, the son of Albert and Harriet Williams Van Nostrand, was born at Little Neck, Queens County, August 30, 1851, and was educated at the public school of Little Neck. His father's family consisted of seven children, the former also a native of Little Neck, who at his maturity became a farmer. Completing his education at the age of seventeen, David L. began his business career as a grocer's clerk at Mineola, L.I., and for three years devoted himself to learning the rudiments of mercantile life, when he returned to Little Neck, and continued in the same capacity for one year, then opened his own grocery store, and for a number of years was the leading and most popular grocery merchant of the latter place. His keen business intellect determined him to enter a broader and more extensive field, so he finally disposed of his grocer's affairs and opened a coal and feed business at Little Neck, which he conducted so successfully that he opened a branch establishment, and by his square dealing to all of his host of patrons, he finally became one of the most successful and wealthiest residents of the place of his nativity. As a Democrat in political faith, his unswerving integrity and his methodical and prudent business methods were so highly appreciated by his fellow townspeople, that the Democratic party nominated him for justice

of the peace in 1880. He was triumphantly elected to the honorable position, and retained the office for nine years, when the party nominated and elected him supervisor in 1889, in which office he served faithfully and with distinction for six consecutive terms; on his second term he was unanimously elected as president of the board. During this long period of public service Mr. Van Nostrand won the plaudits of his fellow citizens and had, by his accurate knowledge of square business dealing with his neighbors and patrons and his active interest in public affairs, attracted the attention of the citizens of the entire county of Queens, who pointed to him as one of its most loyal and faithful public servants. His name and his administrations became so popular throughout the county that the Democratic County Convention of 1903 unanimously nominated him county clerk and the people and party of the county elected him by a rousing majority. In this responsible and most important office in the Borough of Queens, Mr. Van Nostrand conducted it with that same practical business methods that had heretofore characterized all of his important public duties. In entering upon his term as county clerk he introduced a thorough and systematic method in every department of his office, that was not only beneficial to the public, the lawyers, and searchers, but invaluable to the county and state. On January 1, 1907, when his term expired, he turned over to his successor one of the best conducted departments of the borough, that was brought up to a higher state of perfection than ever before, under Mr. Van Nostrand's management and three years' administration. On November 9, 1883, Mr. Van Nostrand married Miss Mary E. Fleet. The result of this happy union was one daughter, Viola, now a young lady of brilliant attainments and of social distinction among Queens County's leading families. Mr. Van Nostrand and his family are leading members of the Reformed Church; he is president of the First National Bank of Jamaica, L.I.; a member of the Niantic Club, Oakland Golf Club, Knickerbocker Yacht Club, and also one of the leading members of Cornucopia Lodge, F. & A.M. In his domestic affairs, he is devoted to his interesting family, who occupy the beautiful and stately homestead on the corner of Broadway and Parsons Avenue, Flushing, and are held in the highest esteem by the leading families of Queens County. In 1877 Mr. Van Nostrand was elected to the Board of Common Council, and served as long as that body was in existence.

HON. JOHN H. SUTPHIN, deceased, for many years clerk of Queens County, and leader of the Democratic party in that section of the state of New York, was a resident of Jamaica

from 1871 up to the time of his death in 1907. His name and fame extended throughout the state, as a man of great charity. Mr. Sutphin for many years served as chairman of the Democratic County Central Committee of Queens. He was a director and for some years served as president of the Bank of Jamaica; a director and president of the Jamaica Savings Bank at the time of his death, a trustee of the Jamaica Normal School. He was a prominent member of numerous social, fraternal and benevolent organizations, and filled many high positions of trust in connection therewith. He was born at Jamaica, L.I., in 1836, where he received an education in the Flatbush Institute. Prior to his holding the important position of county clerk of Queens County, he held various other public offices, all of which he conducted in a high, conscientious manner. Mr. Sutphin married Miss Carrie M. Smith of Jamaica in 1857. Five children resulted from the union, viz.: Stella, Harry, Annie, Howard and Nina. When Mr. Sutphin died, the poor living in his community lost a benevolent friend, whose place will probably never be filled. The greater part of his income was devoted toward alleviating the needs and wants of a large portion of Jamaica's poor.

DANIEL S. JONES, a merchant and an old and honored citizen of Flushing for the past twenty years, was born at Stony Brook, Suffolk County, N.Y., in 1841. He received a careful education at St. James Academy in Smithtown, L.I. Mr. Jones is vice-president of the Long Island City Savings Bank; a member of the Advisory Board of the Flushing Branch Corn Exchange Bank; he was formerly a vestryman of St. George's Church of Flushing; is a vestryman of St. Caroline's Church at Setauket, L.I., and a member of F. & A.M. In politics Mr. Jones is a Democrat but has never cared to hold public office. In 1874 he married Anna C., daughter of James S. Evans, D.D. Two children were born to the union, Lillian E. (deceased), and Johanna L., wife of Harvey K. Lines of No. 28 Sanford Avenue, Flushing.

RUPERT BARNES THOMAS, president and treasurer of the Lay & Way Company, New York, was born in Brooklyn, May 11, 1866. He was educated in the public schools of Brooklyn and High School of New York City. Politically, he stands on the platform of the Democratic party. He is commissioner of the Board of Education of New York and a member of the Committees on finance, sites and athletics. He attends the Congregational Church. On October 13, 1887, he married Miss Mary Titus Broas. Four children are living, viz.: Rupert Broas, Gerald Provost, Katharine Ridgely and Ina Mary.



HON. JOSEPH BERMEL  
PRESIDENT BOROUGH OF QUEENS



LATE BLOODGOOD H. CUTTER  
LONG ISLAND FARMER POET



RESIDENCE OF LATE BLOODGOOD H. CUTTER—THE LONG ISLAND  
FARMER POET—AT LITTLE NECK



HON. FREDERICK SKENE, state engineer and surveyor, New York State, son of Thomas and Mary Parry Skene, was born at Garrison-on-Hudson July 25, 1874. After a course in the public schools at Long Island City, he entered New York University where he secured the degree of Bachelor of Science in 1896 and that of civil engineer in 1897. For the past twenty-eight years he has resided in the Borough of Queens. In March, 1898, he was appointed assistant engineer, Bureau of Highways, Borough of Queens; in 1899 was appointed acting engineer in charge of that bureau, and in 1902 appointed engineer in charge, which position he held until January 1, 1907, when he resigned to take office as state engineer and surveyor. Mr. Skene has always been a staunch Democrat. He is a member of Advance Lodge 635, F. & A.M., a Royal Arch Mason, a Knight Templar, a thirty-second degree Mason and a Mystic Shriner; is also a member of the Astoria Lodge I.O.O.F. and of Ridgley Encampment; member of Queens Borough B.P.O.E. and Queens County Aerie; a member of the Municipal Engineering Society of New York City, of the Democratic Club of Queens Borough, and various other social and political societies. On February 25, 1902, he married Miss Minnie C. Weinholz of New Rochelle. Mr. Skene is a splendid type of the progressive American, and has attained a high place in the estimation of the people at large of Queens Borough. He has a thorough knowledge of engineering and is peculiarly fitted for the high position he at present holds.

ISAAC PECK, D.D., son of Isaac and Abby Phelps (Beers) Peck, was born at Flushing, L.I., January 15, 1858. He attended the Flushing Institute from 1869 to 1875, going to Yale College in 1879 and graduating from the Berkeley Divinity School, Middletown, Conn., in 1883. Up to 1879 he resided at Flushing. In politics he is independent. He is an active member of the Cornucopia Lodge No. 563, F. & A. M. In 1883 he was made a deacon at Trinity Church, Middletown, Conn., by Bishop Williams later to be advanced to the priesthood in St. Mark's Cathedral, San Antonio, Tex., by Bishop Elliott. Rev. Peck married Miss Mary Constantia Smith Heyward October 2, 1890, their only child being Isaac Heyward Peck.

HENRY WILLETT, decorator and painter, son of Joseph and Ann Willett, was born at Chester, England, November 5, 1834. His schooling was obtained at Nantwich, England. For the last twenty-three years he has resided in Queens County, identifying himself in the political sphere with the Republican party. He was a trustee of

the corporation of Richmond Hill and afterwards president of the village prior to its consolidation with the greater city of New York. Subsequent to the consolidation he was elected alderman of the seventieth district, but declined renomination. During the year of 1907 he was made superintendent of public buildings and offices. For many years he was vestryman of the Church of the Resurrection at Richmond Hill. He is also a member of Alma Lodge No. 729 and a thirty-second degree Mason, Scottish Rite, F. & A.M. Mr. Willett married Miss Emily Victoria James in 1854. They have had sixteen children, of whom but seven survive.

GEORGE W. POPLE, provision merchant, son of George and Elizabeth Pople, and a lifelong resident was born at Flushing, July 9, 1853. He received a careful education in the public schools, Fairchild Institute and later completed his studies at Cream Hill Academy in West Cornhill, Conn. For many years Mr. Pople has carried on an extensive provision business in Flushing in which he has been highly successful. His name stands for everything that represents high, conscientious scruples in the commercial world. In politics Mr. Pople is an ardent Democrat. He filled the position of village trustee (Flushing) from 1886 to 1889 with great credit to himself and constituents. He is a member of the Episcopal Church, Cornucopia Lodge No. 563, F. & A. M., Reform Club, Pentapa Chapter, he is secretary of the Queens Borough Retail Butchers Association, a member of the Flushing Fishing Club, of the board of directors of the Corn Exchange Bank, Flushing Branch. He has also been president of the Business Men's Association of Flushing for the past ten years. In 1876 Mr. Pople married Miss Emma M. Sault. One child was born to the union—Byram, now deceased.

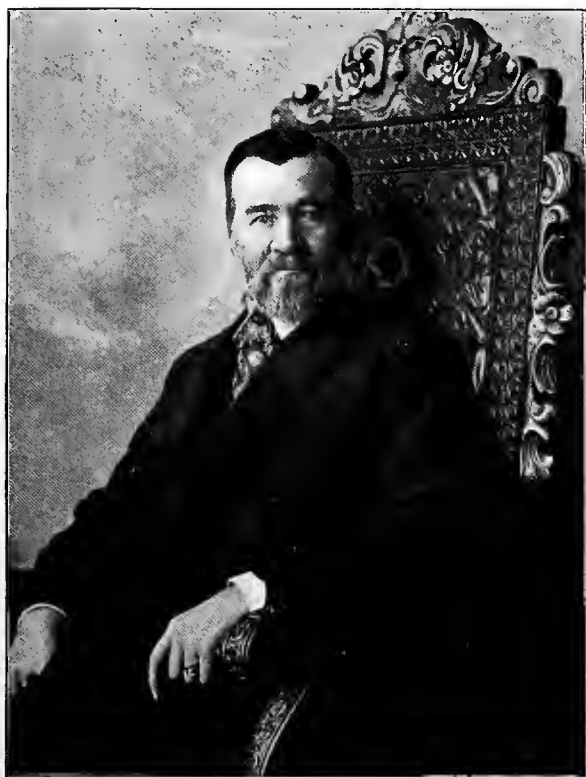
WILLIAM ANTHONY BEAUMERT, an eminent citizen of College Point, L.I., the son of Francis Xavier and Christina Beaumert, was born at Watertown, N.Y., July 7, 1868. He attended the parochial school on Second Street, New York City, and after a preparatory training, entered the Canarsius University of Buffalo, N.Y., where he graduated with high honors. His commercial training began with his father, Francis Xavier Beaumert, known as the largest manufacturer, importer and exporter of cheese in the United States, where he is now connected as a member of the firm known as F. Xavier Beaumert & Co. and of which he is the executive head, and whose cheese factory is located at Antwerp, N.Y., near the Thousand Islands, which has a daily production of thirty tons of milk, and is rated by the New York State Board of Agriculture in their

reports as the largest and most productive of its character in the United States. The exclusive manufacturer of the world-wide famous Eagle brand cheese, has won for the Beaumert firm a commercial standing second to no other firm of producers throughout the world. In January, 1891, Mr. Beaumert married Miss Helen Kiefer, daughter of Robert and Martha Kiefer, the result of this happy union being three interesting and promising children, namely: Frank, Madeline and William Beaumert. Outside of his extensive business affairs, Mr. Beaumert has taken great interest in public affairs, which he believes to be the duty of every citizen. While a resident of the old Twenty-fifth Assembly district in New York City, the Democratic party honored him with the nomination for alderman and he was triumphantly elected for the years 1892, 1893 and 1894, where he rendered valuable service to the people, and made a brilliant record in the board. Mr. Beaumert is a trustee of St. Fidelia's R.C. Church of College Point, and a member of the New York Athletic and Knickerbocker Yacht clubs, the Democratic leader of College Point, and one of the most active members of the Democratic County Committee of Queens. He is recognized as one of Queens County's most public spirited citizens, always manifesting a deep interest in the advancement and welfare of the community, the progress of public improvements, and the rapid development of beautiful Queens. With his extensive commercial pursuits and his deep interest in public affairs, he is strictly a home man, and devotes all of his leisure time to his interesting family. As a substantial and useful citizen he has a host of admiring friends throughout Queens County, and among its first citizens he is regarded as a man of brilliant attainments, and worthy of the great success he has achieved as one of New York's leading manufacturers and Queens County's eminent citizen. As a member of the board of managers for the circus given in aid of the Flushing Hospital, Mr. Beaumert will be remembered for the faithful and successful duties he performed in aid of this noble and charitable purpose.

CHARLES W. COPP is a prominent lumber and hardware merchant of Flushing. His mental training he received at the public school and high school of his native place. In March, 1892, he settled at Flushing, N.Y., and has lived there ever since. He has never taken sufficient interest in politics to become an aspirant for public office. The two societies, of which he is a member, are the New York Lumber Dealers' Association and the Flushing Business Men's Association. The extensive lumber and hardware business conducted by Mr. Copp, with yards at

Lawrence Street and Bradford Avenue, is very closely identified with the growth and development of the Borough of Queens. Mr. Copp, who established in business here eleven years ago, is an enterprising and progressive merchant with a well earned reputation for reliable dealing and his business has steadily prospered. The yards extend along the railroad for about one thousand feet and have excellent shipping facilities, and also have two hundred feet dock frontage on Flushing Creek. Mr. Copp deals in lumber of all kinds, molding and trimming, doors, sash and blinds and builders' hardware and carries a large stock in readiness to meet all demands promptly and accurately. The plant includes a large and well equipped mill, now enlarged to meet the growing demands of the business, which is steadily increasing, and the facilities have been enlarged several times since the start. There is a branch yard at Port Washington and at Corona which supplies an extensive trade through Long Island. About 4,000,000 feet of lumber are constantly carried in stock, also doors, sash and blinds. Mr. Copp has earned his business success by reliable dealing, tireless energy and keen business foresight. He is a man of liberal public spirit and is personally held in high regard. He is actively identified with local progress. He also carries a stock of hardware of all kinds at Flushing and at Corona.

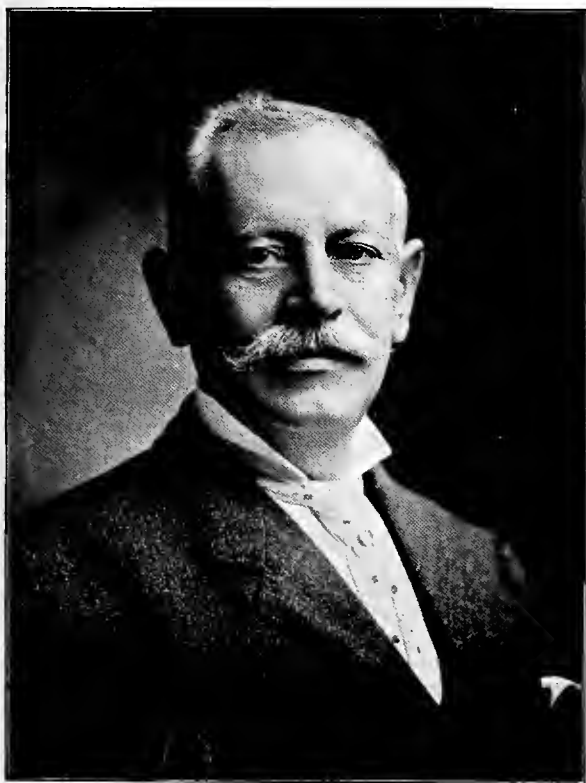
THERON H. BURDEN, a popular and highly esteemed public spirited citizen of Queens County, was born in New York City on November 8, 1857, and was educated at Grammar School No. 40, New York City. In 1877 at the age of twenty years, he came to Queens County, and has been one of its leading residents ever since. He chose contracting as a profession, and has been active and successful in all of his business undertakings. On January 1, 1875, Mr. Burden was married to Miss Margaret F. Loonie, and from this happy union there are nine children, namely: Margie, Minnie, Harry, Florence, Eugene Platt, Henry, Lavina A., James and Mary Burden. In politics Mr. Burden has always been a stanch Republican, and has rendered invaluable service to his party. In 1880 he was appointed postmaster at Steinway, L.I., and from 1889 to 1892 he was deputy collector of internal revenue. In 1888, 1891 and 1906 he was unanimously nominated by his party for sheriff of Queens County, and although on each occasion he ran ahead of his ticket, he failed of election, yet it is the consensus of opinion among many of the leading citizens of both parties in Queens, that Mr. Burden was rightfully elected to the latter office in the campaign of 1906. As police commissioner of Long Island City, his administration was.



JOHN HENRY THIRY



HON. JOHN H. SUTPHIN



THERON H. BURDEN



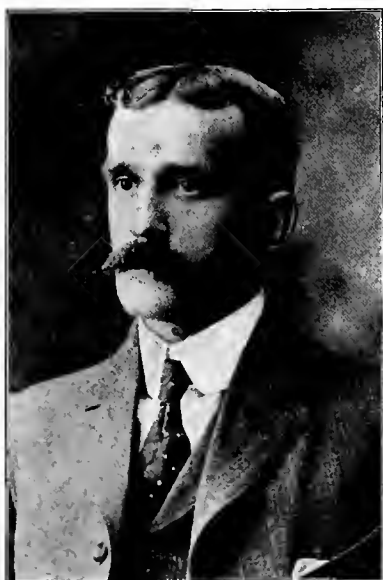
JAMES ERNEST BUNTING



ELIAS A. FAIRCHILD



DAVID L. VAN NOSTRAND



THOMAS BALDWIN LOWERRE



WILLIAM CONNORS

marked with sound judgment and a strict enforcement of the law. Mr. Burden is a member of Advance Lodge F. & A. M., Enterprise Lodge No. 228, K. of P. and the standard bearer of the Theron H. Burden Association, the latter one of the largest and most popular throughout the county. Mr. Burden is very domestic in his habits. At his beautiful homestead at 449 Ditmas Avenue he devotes all of his spare time to the comfort and enjoyment of his interesting family. Known as one of Queens' most progressive citizens, a man of great perseverance and tireless industry, besides unusual executive ability, and enjoying the universal respect of his fellow citizens, the gentleman is a potent force throughout Long Island, and bids fair in the near future to be one of its leading administrative officers. He is a thoughtful and impressive speaker, and in social intercourse no one is more affable in manner. At the reorganization of the Republican party of Queens in October, 1897, he was unanimously chosen as chairman of the Republican County Committee of Queens County, the party recognizing his executive ability as one worthy to lead their forces to ultimate victory.

JAMES ERNEST BUNTING, contractor, son of James and Harriet Bunting, was born at Flushing, N.Y. He began his education at the Flushing public schools, continuing it at Harvard University. He has resided at Flushing for thirty-two years. His political affiliations are with the Republican party. During the years of 1906-7 he was an alderman in the Sixty-ninth Aldermanic District. Mr. Bunting is an active member of the Flushing Congregational Church; of the Third Ward Republican Club, the Naval and Military Order of Spanish War Veterans; the Sons of the American Revolution (Mars Chapter), Cornucopia Lodge No. 563, F. & A.M.; Pentalpha Chapter. Mr. Bunting has been quite prominent in military life. He entered the service as private in troop A, Georgia Cavalry, in 1898, and later was commissioned second lieutenant in the Third United States Volunteer Infantry, being discharged as first lieutenant on the muster out of that command in 1899. He rendered extremely satisfactory service during the tour of his regiment in Cuba. He married Miss Agnes M. Gillies August 31, 1901; two children have been born, namely, James Ernest Bunting and Robert Loring. On his resignation as first lieutenant of the First Regiment Heavy Artillery of Massachusetts, he received a highly complimentary letter from the colonel commanding, James A. Frye. Mr. Bunting, on his mother's side, is descended from old Revolutionary stock. Solomon Bunting, a Revolutionary patriot born in Accomac County, Va., was his great-great-

grandfather. Timothy Sammis, Jr., a private of Captain Alexander Smith's company in the expedition against Crown Point in 1758, and Colonel Josiah Smith of the Suffolk County Militia was at the Battle of Long Island August 27, 1776.

LAWRENCE GRESSER, commissioner of public works, was born in Bavaria, Germany, January 1, 1851. He landed in New York City, February 14, 1853. He attended the parochial school of the Church of the Most Holy Redeemer, on East Fourth Street, New York City, and graduated therefrom April 26, 1865. Since December 16, 1889, he has resided in Queens County. His political sympathies are with the Democratic party. From 1896-1898 he was clerk of the Board of Health; 1898-1900, inspector in the Bureau of Highways; from February 2 to September 17, 1900, deputy commissioner of the Water Supply of the Borough of Queens; 1902-1904, Secretary to the commissioner of Public Works; 1904-1906, cashier in the Bureau of Highways; January 1, 1906, commissioner of Public Works, Borough Queens, a position he now fills. He is also a member of the Second Ward Democratic Association; of the Order of Elks, No. 878; of the Marquette Council, Knights of Columbus. He married Miss Margaret Beck, June 21, 1879, and after her death, which occurred February 21, 1901, he married Miss Kate Buechner, November 5, 1903. Six children were born, viz.: Rev. John S. Gresser, pastor of Hollis and Springfield, L.I.; Lawrence T. Gresser, counselor at law; Thomas, Otto C., Mary and Charles, the latter four being deceased.

H. STEWART McKNIGHT, lawyer, and son of John and Sarah McKnight, was born at Jackson Hall, Franklin County, Pa., October 20, 1865. His education was obtained at Chambersburg (Pa.) Academy, Pennsylvania College, Gettysburg; and Columbian University of Washington, D.C. At the latter institution he received his bachelor and master degrees in law. For seventeen years Mr. McKnight has been a prominent resident of the Borough of Queens, where he has extensive interests in real estate lines. He is the head of the McKnight Realty Company, a gigantic corporation which has done more for the development of the borough than any one similar corporation of its kind on Long Island. This company has made veritable garden spots out of what seemed to be barren wastes. In 1894 Mr. McKnight filled the position of justice of the peace for the town of Flushing up to the period of its consolidation with the greater city of New York. He was also a member of the Town Board and the Board of Health from 1894 to 1897. During

the years of 1896-07 he served with dignity as a member of the Assembly, state of New York. Mr. McKnight is a member of Delta Fraternity, Philo Literary Society, Lincoln Republican Club, Troop C (Brooklyn), N.G.N.Y. He was in the service at Porto Rico during the Spanish-American War. He is a member of the Republican Town Committee, Ward and Assembly District Committee (Flushing) as well as a number of other organizations. In June, 1902, Mr. McKnight married Miss Frances W. Okey, daughter of the late John Okey of Brooklyn, United States district attorney for the Southern District, New York. They reside at Bayside. Mr. McKnight is a member of Bayside Yacht Club, Douglaston Country Club and Phi Gamma Delta.

✓ HERBERT S. HARVEY, sheriff of Queens County, son of Steven R. and Sarah Harvey, was born at West Wheatly, Mass., January 7, 1868. He obtained his education in the public schools. His residence at Flushing, L.I., dates back to the year 1889. He has always taken interest in politics and through Democratic influence he was made overseer of the poor of the town of Flushing in 1897 and elected sheriff in 1906. The Shinnecock Democratic Club counts him among its members. He married Miss Julia Daily, November 1, 1889, and four children sprang from this union, namely: Herbert, Mabel, Gertrude and Eunice.

HON. EDMUND J. HEALY, attorney at law and former city magistrate, Second District, Queens Borough, New York City, son of John J. and Jane (O'Meara) Healy, was born at New York City, July 14, 1848. After a course at St. Francis Xavier's College, where he obtained the degrees of A.B. and A.M., he entered the Law School at Columbia College. He was admitted to the practise of law in 1873. Since 1877 he has been a resident of Queens County. His political sympathies are with the Democratic party. Beginning in 1880, he held for two terms the office of justice of the peace of the town of Hempstead. He was the first president of the incorporated village of Far Rockaway and was twice afterwards elected to the same office. Mr. Healy is second vice-president of the Queens County Bar Association; a member of the National Democratic Club of New York; the Far Rockaway Democratic Association, the Catholic Club of the City of New York, Manhattan Council, Knights of Columbus, a member of the Church of St. Mary's, Star of the Sea (Far Rockaway). He married Elizabeth L. Kane April 27, 1886.

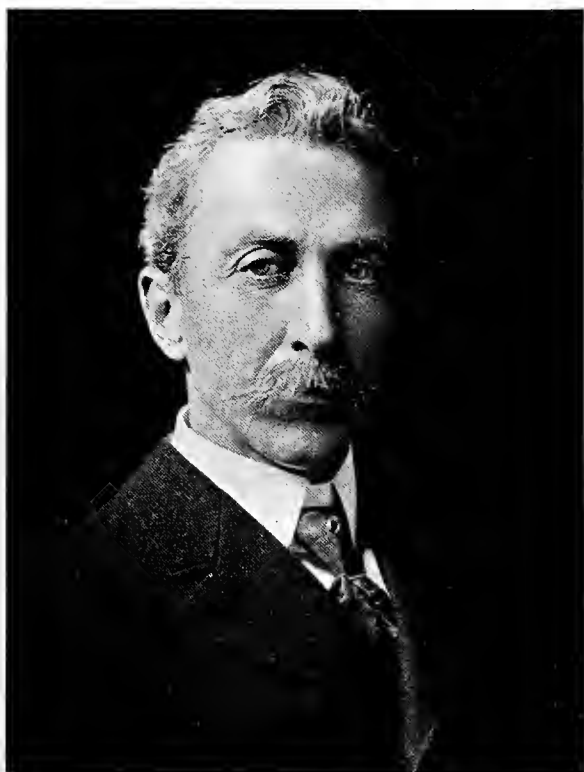
HON. MATTHEW J. SMITH, city magistrate, son of Matthew and Mary Smith, was born in the

city of New York, August 24, 1867. He obtained his schooling at St. Francis College, Brooklyn, from which he graduated in 1885; and at the Columbia College Law School graduated, receiving degree of LL.B., 1888; admitted to Bar in 1889. He has resided at Long Island City all his life. In his political activity upon platforms as public speaker he always upheld the cause of the Democratic party. In 1898 he was appointed city magistrate by Mayor Van Wyck for eight years and in 1906 he was reappointed by Mayor George B. McClellan for a term of ten years. Judge Smith is a member of the Democratic Club, Queens County, Queens County Bar Association, the Order of Elks and the Knights of Columbus. He married Miss Helen L. Mulvany, June 12, 1901, their only child being one daughter, Helen L. Smith.

HON. EUGENE CHARLES GILROY, lawyer, son of Thomas F., ex-mayor of New York City, and Mary M. Gilroy, was born at the city of New York, May 17, 1879. He obtained his mental training at the Barnard Preparatory School, class 1895, and the New York Law School, class 1900. He has been a resident of Queens County practically all his life. His political affiliations are identified with the Democratic party. At present he holds the office of city magistrate. He is a communicant of the Catholic Church, a member of the Rockaway Democratic Club and vice-president of Culluloo Democratic Club. On February 10, 1904, Mr. Gilroy married Miss Elizabeth Gertrude Hickey. One child was born, viz. Elizabeth Gertrude. As a magistrate judge, Gilroy has always administered justice with a spirit of fairness, yet upholding the majesty of the law. He is the youngest man who ever held a similar position in the city of New York.

HON. MAURICE E. CONNOLLY is a lawyer; he was admitted to the Bar July 2, 1902. He is a son of Maurice and Mary Connolly, the latter being a member of the Burns family. He was born at Corona, L.I., June 21, 1880. After graduating from the Corona High School, he entered St. John's College, Brooklyn, and later on Columbia University, where he obtained the degree of LL.B. Since his birth he has been located at Corona, taking great interest in politics as based on the platform of the Democratic party. In recognition of his services in this direction on February 2, 1904, he was made assistant commissioner of taxes of the city of New York. His name figures prominently on the rosters of the following clubs and societies: the Queens County Bar Association, Royal Arcanum, Knights of Columbus, Shinnecock Club of Flushing, Elks, Knickerbocker Yacht Club, and Queens County





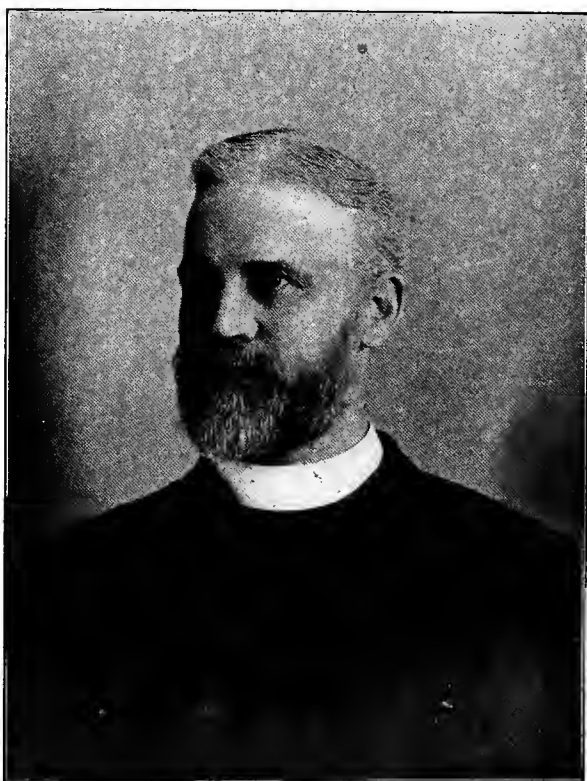
CHARLES W. COPP



RUPERT BARNES THOMAS



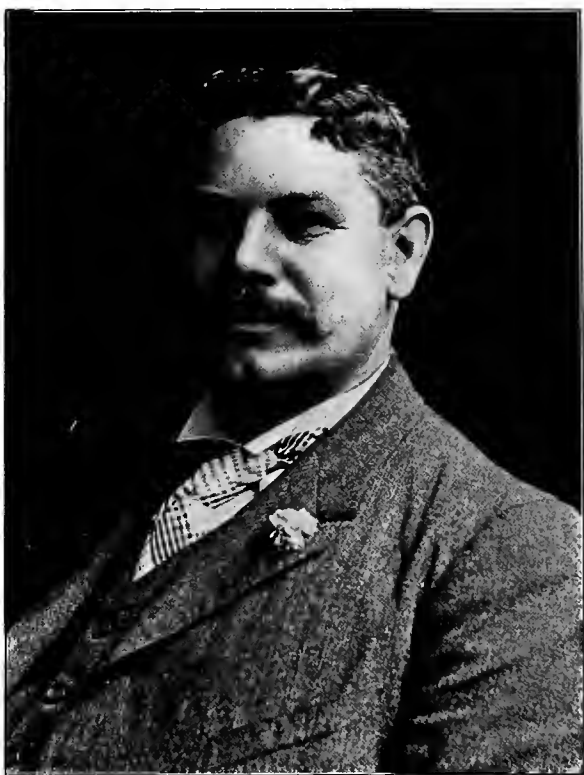
GEORGE W. POPLÉ



ISAAC PECK, D.D.



HON. FREDERICK SKEENE



JOSEPH H. DE BRAGGA



EMANUEL BRANDEN



CARL BERGER

Democratic Club; he is also a director of the First National Bank of Corona. Mr. Connolly married on June 6, 1906, his wife having been Miss Helen M. Connell, daughter of James H. Connell of Flushing. One child was born, viz.: Helen F. On January 1, 1908, Mr. Connolly was appointed a city magistrate to succeed Edmund J. Healy. His appointment has made the most favorable impression among all classes.

DANA WALLACE, counselor at law and assistant district attorney for Queens County, and son of Joseph T. and Elmira Wallace, was born July 17, 1877. He was educated at the Flushing and Brooklyn High Schools, completing his studies at Yale University. Mr. Wallace has resided at Whitestone for fifteen years, where he is well and favorably known as a rising practitioner at the Bar. In politics he is a Republican. For some time he has very ably filled the important position of assistant district attorney of Queens County. In 1906 he was the Republican candidate for State Senator for Second Senatorial district. He had large odds against him and was defeated. He is a member of Columbia Club, F.O.A., I.O.O.F., Phi Delta Theta, Yale Alumni Association, Hook and Ladder Co. No. 1 of Whitestone; the Whitestone Improvement Association, and Flushing Business Men's Association. In October, 1900, Mr. Wallace married Miss Estelle King. They have two interesting children, Helen and Estelle, both of whom are living. Mr. and Mrs. Wallace are very popular and prominent in the social life of Whitestone.

PHILIP FRANK, lawyer, son of Gustav and Jette Frank, was born at Winfield, L.I., September 17, 1873. He was educated at the Newtown Grammar School, the Flushing High School, the College of the City of New York and the New York Law School. He has spent his entire life at Winfield and Elmhurst. Politically, he has always been a Democrat. For some time he was a trustee of the Queens Borough Library, secretary of the committee in charge of the erection of the Carnegie Libraries in the Borough of Queens, assistant corporation counsel of the city of New York, and state transfer tax appraiser for the county of Queens. He is past regent in Newtown Council No. 717, Royal Arcanum; a member of Long Island City Lodge No. 586, F. & A.M., and Queensborough Lodge No. 878, B.P.O. Elks. On November 15, 1896, he married Miss Bertha Worms, daughter of Samuel and Lena Worms. They have two children, Miriam and Helen Frank.

DENIS O'LEARY, lawyer, son of Patrick and Mary (O'Connor) O'Leary, was born at Manhas-

set, Queens County, N.Y., January 22, 1863. His early education was obtained in the public schools at Manhasset, following this up with private tuition and a course at the University of the City of New York. His residence in Borough of Queens extends over forty years. In politics he is a Democrat. He was justice of the peace at the town of North Hempstead, N.Y.; assistant district attorney of Queens County; also filled the position of assistant corporation counsel in charge of Queens Borough. Mr. O'Leary is a member of the Roman Catholic Sacred Heart Church at Bayside, L.I.; of St. Michael's Catholic Lyceum, Flushing; of the Flushing Council, Royal Arcanum; Flushing Council, C.B.L.; Jamaica Council, Knights of Columbus; Shinnecock Democratic Club of Flushing. He married Miss Nellie G. Quinn, April 17, 1895. Three children were born to them, Eleanor O'Leary, Emily O'Leary and Mary O'Leary, the latter being deceased. Mr. O'Leary is a man who is popular with all classes, irrespective of religious creed or political faith. He is progressive and always stands for everything that promotes public good.

JOHN J. TRAPP, one of the most prominent lawyers in Queens County, son of George and Margaretha (Worster) Trapp, was born at Bayside, Queens County, May 16, 1866. His father came from Germany to the United States in 1844, and settled at Manhasset, L.I., where he engaged in the manufacture of carriages, but shortly removed to Bayside, and there established a carriage works, which he successfully conducted until his retirement from business. After removing his home to Whitestone, L.I., he became largely identified with public affairs, and was active in promoting the advancement of Queens County. He served as a member of the village Board of Trustees, Board of Health, and street commissioner for a long period, and was a stalwart supporter of the Democratic party, always maintaining its principles. John J. Trapp was raised principally at Whitestone and educated at Flushing, graduating as valedictorian of his class in 1885. The following year he began the study of law in the office of Benjamin W. Downing, ex-district attorney of Queens County, and there gaining a thorough knowledge of the fundamental principles of the legal profession, he entered Columbia College Law School at New York City and graduated June 1, 1888, with the degree of LL.B. Entering into his profession, he rapidly gained a large clientage through his brilliant attainments. As a trial and criminal lawyer he has won the highest esteem of the Bench and Bar, and the public of Queens County. Thoroughly equipped for his profession, he is fearless in his line of duty, and of any controversy. He has

been attorney in a large number of famous murder and arson cases in Queens County. In 1880 he was chosen town clerk of Flushing, and the following year was reelected without any opposition, his nomination being indorsed by the Republicans; he was also appointed attorney for the Board of Excise Commission for the town of Flushing, and in addition to other interests, he was attorney for the Flushing Business Men's Mutual Protective Association. Mr. Trapp applies himself assiduously to his profession, and takes a deep interest in all matters pertaining thereto, even unto the minutest detail. As a member of the Queens County Bar Association he is regarded among its distinguished members as one of its most brilliant and successful associates. Under the guidance of his father's teachings to him of sound Democratic doctrine during his boyhood, Mr. Trapp on his majority became, and at this present writing is, a champion of the party, and has always been loyal to its principles. On August 7, 1897, Mr. Trapp was married to Miss Hannah E. Peace, a refined and estimable lady, daughter of Harvey W. Peace, saw manufacturer of Old Williamsburg. There are no children. He is a member of Grace Episcopal Church of White-stone, Anchor Lodge, F. & A.M., and the Shinnecock Democratic Club of Flushing. A gentleman who has combined nature's gifts of a superior order with thorough studies of the best authorities in the law, and by reason of these two qualifications has gained large success; of liberal education and scholarly attainments, he is a concise, logical reasoner, always has his cases and the law governing the points well in hand. Method is his governing principle and he carries that trait of character into his practise, as well as in private affairs. He is counsel to the sheriff and Third Ward Hygienic Ice Company.

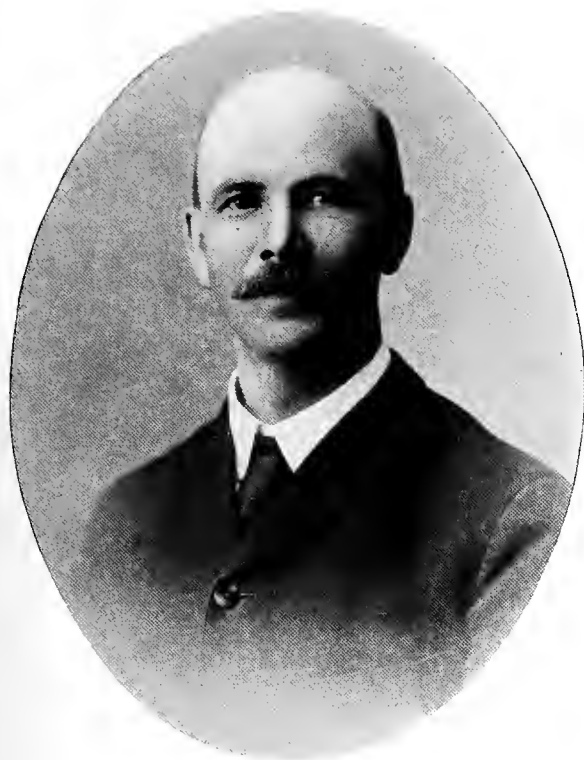
MARQUIS D. GOULD, lawyer, son of Joseph and Julia (Bancroft) Gould, was born at West Walworth, Wayne County, N.Y., February 24, 1844. He received his education at the Academy of Macedon Center, the Albany State Normal School and Albany Law School. For thirty-eight years he resided at Flushing, L.I. He never held any public office, as politics was a field that did not appeal to his tastes. Mr. Gould was one of the pewholders in the Congregational Church at Flushing. He married Miss Augusta A. Thayer December 22, 1870. Four children were born: Maud May, Mrs. Dell Gould Long, Mabel Augusta (deceased) and Grace Stanley. Mr. Gould was a man of great force, a thorough scholar and a lawyer of ability. He was one of that fine type of Americans who was always guided by a sense of fairness toward his fellow men. At the time of his death he was mourned by a large circle of

friends and relatives. At the time of his death, Mr. Gould was attorney for the Queens County Savings Bank and the L.I.S.&I. Association.

WILLIAM KLEIN, member of Assembly and a lawyer by profession, son of Joseph and Johanna Klein, was born March 25, 1882, at College Point. He obtained his primary education in the Union Free School of his native place. After graduating in 1896, Mr. Klein entered the New York Law School, and in 1903 received the degree of LL.B. (cum laude). He is a member of St. John's Evangelical Lutheran Church; Anchor Lodge No. 729, F.&A.M.; Marvin Lodge 252, I.O.O.F.; College Point Club; a member and secretary of Tax Payers Non-Partisan Association of the Third Ward; and Business Men's Association of College Point; member of Queens County Bar Association; John C. Haeefele Association; president and member of College Point Rifle Company; member of Liedertafel Alpenroesli and Harmonie Singing Societies, besides a number of other organizations. In politics Mr. Klein is a Democrat. He was nominated in the campaign of 1907 by the Democratic party, for member of assembly for the Second Assembly District, Queens County, and was elected by over 2,200 plurality, running ahead of his ticket.

LOUIS GALLUCCI, lawyer, was born in Italy, October 25, 1882. He obtained his education at the Corona High School and the New York Law School, graduating from the latter institution in June, 1904, with the degree of LL.B. He has lived at Corona for twenty-one years. His political affiliations are with the Democratic party, but he has never taken an active part in politics. Mr. Gallucci is ex-president of the Corona Literary Union and a member of the Knights of Columbus. He is unmarried.

MICHAEL A. GALLUCCI, lawyer, was born in Italy, September 25, 1875. After attending the public schools, he entered the Newtown High School, finally graduating from the Bachelor of Laws. Since 1888 he has been a resident of Corona, L.I. He has never been affiliated with any of the two great political parties, nor held any public office, but has always remained consistently independent. He is a member of the Mizpath Lodge No. 738, F. & A.M.; also of Pentalpha Chapter, Royal Arch Masons, No. 206 and of Morton Trinity Commandery No. 4, K.T. On February 14, 1906, he married Ernestine Iaricci.



HERBERT S. HARVEY



DANA WALLACE



HON. EUGENE CHARLES GILROY



HON. MAURICE E. CONNOLLY



HON. MATHEW J. SMITH



DENIS O'LEARY



HON. EDMUND J. HEALY



H. STEWART MCKNIGHT



SAMUEL GALLUCCI was born at Florence, Italy, June 21, 1877. When he was a small boy his parents came to America and located in New York City where he received his education in the public schools. For the past nineteen years, Mr. Gallucci has resided at Corona where he now conducts an extensive business devoted to plumbing and steam heating appliances. He employs seventy-five men, his establishment being the largest of its kind on Long Island. Mr. Gallucci is a member of the Master Plumbers Association and of the Roman Catholic Church. In politics he is a Democrat. He was united in marriage to Miss Rose Levasky. They have three children—Theodora, Victor and Arthur.

ROCCO J. GALLUCCI, real estate agent and notary, was born at Pietragalla, Italy, on March 26, 1870. His early education he received in a private school in his native land, but when he came to this country at the age of twelve years, he attended the public school. He has lived at Corona, L.I., for nineteen years. He joined the Republican party, but has never held any office. For years he has been a member of the Garibaldi Lodge No. 542; F. and A.M.; also of Court Corona of Foresters No. 428. On July 25, 1894, he married Maria A. Rusciano; four children were born to them, of whom two are alive, viz.: Charles D., aged eight years and Cecilia, aged eighteen months. Theodore died when four months old and Angelica reached the age of fifteen months.

JOHN C. HEMRICH, a prominent builder of College Point, is a native of Germany, having been born there on October 17, 1863. He was educated in the public schools of College Point, where he has resided for thirty-two years. Mr. Hemrich has done much toward the development of the locality in which he lives. Being a man of high integrity and honorable business methods he commands the respect of all who know him. He is a Democrat and a prominent member of Aztec Tribe (College Point) Improved Order of Red Men; also a member of College Point Fire Department and Enterprise Hose Co. No. 2.

JOSEPH H. DE BRAGGA, superintendent of sewers, Borough of Queens, and a son of Antonio and Isabella De Bragga, was born at Brooklyn, N.Y. His education was obtained in the public schools at Brooklyn and New York. His residence in Queens County extends over forty years. Mr. De Bragga has been an enthusiastic Republican, having filled the offices of deputy sheriff, under-sheriff and

sheriff. He is a member and chairman of the Queens County Republican Committee, Union League Club, Richmond Hill Republican Club, Civic Club, Dutch Reformed Church, the F. & A.M. and B.P.O.E. On April 6, 1901, he married Julia L. Burkley. Two children were born, Edna C. and F. A. De Bragga.

RICHARD H. WILLIAMS, son of Robert Williams, formerly a prominent builder, was born at College Point, L.I., August 1, 1863. After attending the public school, he entered St. Michael's at Flushing and St. Francis Xavier at New York City. For forty-three years he has been a resident of Queens County, entering upon its politics as a Democrat, holding the office of assessor of the town of Flushing and now that of deputy tax commissioner of Queens County. He is a communicant of the Catholic Church, an exempt fireman, a member of the Knights of Columbus and of the Shinnecock Democratic Club. Mr. Williams married Miss Mary Hargraves April 30, 1885, their union being blessed with three children, Robert Vincent, Richard A. and Mary Eileene.

JAMES H. JOHNSON, civil engineer, son of Joseph and Mary Johnson of New York, was born at Long Island City, June 16, 1871. After graduating from the Fourth Ward public school, he continued his studies at Cooper Institute, New York City. He has lived all his life in Queens County and as an enthusiastic Democrat he took a lively interest in the political happenings of that district, and in 1898 was elected as supervisor of Long Island City. Mr. Johnson attends the Presbyterian Church, is a member of the Elks, the Queensborough Lodge No. 878, the Royal Arcanum, the De Long Council, the Queensborough Aerie of Eagles, the Veteran Firemen Democratic Club and the Long Island City Lodge, F. & A.M. On June 16, 1892, he married Miss Mary Dunphy of New York City and they have one son, Joseph.

CHARLES WILLE, general contractor, son of August and Carolina Wille, was born at the city of New York, March 11, 1866. His schooling was obtained at the Woodside public schools. All his life long he has been a resident of Woodside. Mr. Wille received the contract for the Queens County Court-house in Long Island City, which will remain as a splendid monument to him in years to come. In the political field he has always supported the Democratic party. For twenty years he was a volunteer fireman of the Woodside Hook and Ladder Company, H. 3, and a captain of a

company for nine years, and charter member of Exempt Firemen Association for the town of Newtown. He is also a charter member of the Second Ward Democratic Association, a member of the Long Island City Lodge, F. & A.M., and of the Eagles. Mr. Wille is married and has two children, August F. Wille, aged fourteen, and Carolina F. Wille, aged twelve.

CARL BERGER, architect by profession, was born in Germany, September 27, 1869. He laid the foundation of his education in the public school, completing it with a course in the Jersey City High School and the New York Evening High Schools. He has resided in the Borough of Queens for fourteen years and always been an ardent Democrat. From 1902 to 1906 he was inspector of tenements and plan examiner in the Tenement House Department. When he took the examination for tenement house inspector, he came out at the head of the list among twelve hundred admitted to examination. At present he is superintendent of buildings for the Borough of Queens. Mr. Berger is a member of the Second Ward Democratic Organization and of the Merchants' Lodge, F. & A.M., 709, Brooklyn.

PATRICK B. LEAHY, mechanical and civil engineer, son of Edward and Ellen Leahy, was born at Middletown, N.Y., March 24, 1858. Having graduated from the public schools, he completed a course of studies at the Middletown Engineering School. Since 1894 he has been a resident of the Borough of Queens. Although he is an ardent Democrat, he has not held any public office, other than the present one of deputy collector of assessments and arrears, Borough of Queens. Mr. Leahy attends the Catholic Church; is a member of the Irish-American Athletic Club and of the National Association of Engineers, and of the American Society of Naval Engineers. He married Miss Ellen Sweeney of Middletown, July 22, 1879, and their union has been blessed with ten children, viz.: Edward, Alice, Charles, Daniel, Ellen, Ann, Mary, Frank, Jessie and William.

HERMAN RINGE, one of the most popular men in the Borough of Queens, was born at No. 8 Forest Avenue, Metropolitan, N.Y. He attended the Public Schools and was graduated from the Boys' High School, Brooklyn. For many years he was engaged in real estate operations and building trade, in which he was very successful. He has resided in the Borough of Queens practically all his life. In politics Mr. Ringe is an ardent Democrat and stands high in the councils of his party. He has held several prominent positions,

among which are chief clerk in the Department of Highways; secretary of the Borough of Queens, also chief of Newtown Fire Department. Mr. Ringe is a member of the Second Ward Democratic Association; Elks; Eagles; Foresters; Royal Arcanum; F. and A. M. Kismet Temple. On March 5, 1896, he married Miss Carrie M. Keller. Two children have been born to the union, Herman, Jr., and Lester C. Ringe, both of whom are living. Mr. Ringe is a gentleman of agreeable and enjoying manners and possesses a coterie of friends whose numbers are legion. He is a man of unimpeachable reputation and enjoys the confidence of every citizen in the borough irrespective of politics or religious creed.

EMANUEL BRANDEN, president Branden, Sylvester Realty Company, son of Samuel and Esther Branden, was born in Hamburg, Germany, February 22, 1851. After receiving his education in Germany, he came to the United States, settling at Newtown thirty years ago. In politics he is an ardent Democrat, having held the office of justice of the peace from 1884 to 1892, when he became coroner from 1892 to 1895. In addition he is cashier of the Highway Department. The Royal Arcanum is the only society which includes Mr. Branden among its members. On March 9, 1870, he entered upon matrimony with Miss Marie Deil; eight children have sprung from this union, viz.: Samuel, Emanuel, John, Thomas, Anna, Esther, Johanna and Lena. Mr. Branden has ingratiated himself to the citizens of Newtown by the cutting down of the tax rate in 1891 (while he was justice of the peace), from \$6.10 to \$2.58 per \$100. He received a strong testimonial from his constituents for the valuable services he rendered them.

JOHN NIEDERSTEIN, real estate broker and present clerk of Queens County, son of John and Apollonia (Bauer) Niederstein, was born at New York, March 21, 1871. After attending the New York public schools, he completed his education at the University of Bonn, Germany. He has been a resident of the Borough of Queens for fifteen years, always voting with the Democratic party. Mr. Niederstein is a member of the Arion Society of Brooklyn, the Order of Elks, No. 22, Lincoln Lodge No. 748, the Second Ward Democratic Association, Fearless Hook and Ladder Company, of which he was one of the organizers in 1890, being made its first assistant foreman and finally foreman, his friends presenting him with a silver trumpet in recognition of his services. For four years he was a trustee of the Fire Department, and in 1895 he ran for assessor. In 1889



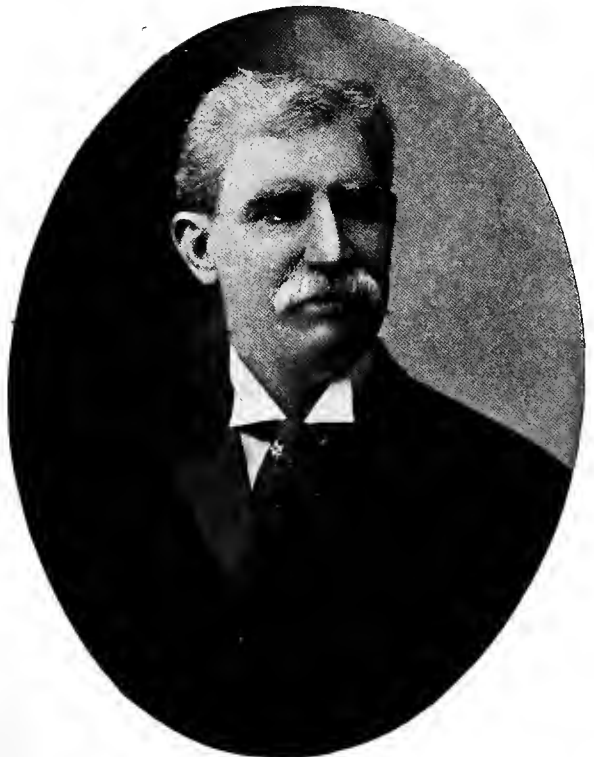
PHILIP FRANK



HERMAN RINGE



JOHN M. PHILLIPS



CHARLES S. GARRETSON



MICHAEL A. GALLUCCI



ROCCO J. GALLUCCI



SAMUEL GALLUCCI



LOUIS GALLUCCI

he married Miss Minnie Siebs; they had one child, Etta. After the death of his first wife he married Miss Louisa Reimers of Ridgwood in 1896. Two children sprang from this union, Lillie and Maxine. Mr. Niederstein's father was chef for Prince Frederick William of Prussia and afterwards for Emperor Frederick. Mr. Niederstein is a citizen in whom the people of the borough have the greatest confidence. He is obliging to a degree, affable and congenial to all whom he comes in contact with.

JOSEPH FLANAGAN, alderman and real estate broker, son of John and Ellen Flanagan, was born in Brooklyn, N.Y., January 20, 1876. After attending the public schools, he supplemented his education with a course at St. John's College, Brooklyn. During the last nine years he has been a resident of Corona, L.I. His political convictions have always been devoted to the principles of the Democratic party. In November, 1906, he was elected to represent his district in the state assembly. In November, 1907, he was elected to the Board of Aldermen of the city of New York by a large majority. Mr. Flanagan is a member of the Queens County Democratic Club, the Second Ward Democratic Association, the Shinnecock Club of Flushing, the Seymour Club, the Corona Athletic Club, the Civic Club, the Foresters of America and the Newtown Volunteer Fire Department. He married Miss Mary Cragen, the daughter of Martin and Mary Cragen, December 25, 1903. Mr. Flanagan is one of Queens County's most progressive citizens and is always identified with every movement intended for the development of the Borough of Queens.

CHARLES FREDERICKS, by profession an engraver, was born October 16, 1874, in New York City and resided in Long Island City since 1882, where he received an education in the public schools. Mr. Fredericks is a staunch Democrat and for several years has held and is still holding the responsible position of secretary to the building commissioner in the Borough of Queens. He is a member of the Episcopal Church, president of the Powhatan Democratic Club; he also has been a delegate of the Central Federated Union and the American Federation of Labor. He is a member of the Democratic Club of Long Island City as well as of many other societies of Long Island. He has made himself extremely popular with all who have had business with the department where he is employed as secretary, by his pleasing, suave manner.

FRANCIS J. MEAGHER, builder and dealer in builders' material, son of John S. and Frances Meagher, was born at New York City, December 12, 1870. His education was obtained at the New York public schools. He has been a resident at Queens County for twenty years. Although taking much interest in politics on the Democratic side, he has never held any public office than his present one, that of chief inspector of the Bureau of Buildings for Queens Borough. He is a member of the Elks, the Royal Arcanum, F. & A.M., and the Mystic Shriners. Mr. Meagher entered married life in 1892 and has one daughter thirteen years old.

THOMAS C. McCORMICK, real estate operator, son of Peter and Mary McCormick, was born at Long Island City, September 8, 1876. He received his elementary education at the public schools of Long Island City, supplementing it by a course at St. Francis College, Brooklyn. He has been a lifelong resident of Long Island City, allying himself in the political field with the Republican party and being their nominee in the election of 1906 for the Assembly of the First District, Long Island City.

WILLIAM E. EVERITT, chief clerk in the Bureau of Public Buildings and Offices for the Borough of Queens, was born at Jamaica, March 14, 1859, where he was graduated from the public schools. For many years Mr. Everitt was a leading undertaker of Jamaica; he also conducted an extensive livery business in connection therewith. He is a staunch Democrat and stands high in the councils of his party. He filled the position of town clerk of Jamaica for seven years; in 1893 he was elected supervisor and reelected to that office again for a second term; at present he holds the position of chief clerk in the Bureau of Public Buildings for the Borough of Queens. He is a member of the F. & A.M. and of the Royal Arcanum. In 1880 Mr. Everitt married Miss Jessie Burger to whom three children have been born, viz.: Jessie, Edna and William E., Jr. Mr. Everitt possesses a pleasing personality, is of a genial disposition and is well liked by all who enjoy the pleasure of his acquaintance.

WOALCOTT NOBLE, formerly secretary to the Honorable Frederick Skene, now state engineer, now connected with the engineering department of Queens Borough, and a son of Solomon B. and Agnes Noble, was born at Chatham, N.Y., August 25, 1861. He obtained his primary education at the public schools of New York

City, which he attended until he was thirteen years of age, at which time his parents sent him to the Celle School at Hanover, Germany. His father, the late Solomon B. Noble, was a man of great prominence and was popular with all classes of people. He was, when a young man, secretary to General Walker, who in 1856 undertook to revolutionize Nicaragua, was captured and taken aboard the United States vessel at Greytown. He was an affable, scholarly gentleman, possessing an unusually large experience in human affairs. His wife, Agnes, was an authoress, and as one of the founders of Sorosis, had attracted considerable attention in the literary world. Solomon B. Noble held various offices under the city administration, having been at one time corporation counsel under Mayor Ditmars. Wolcott Noble, the subject of this sketch, has been a resident of the Borough of Queens for over forty years. He has always been a staunch Democrat but has never held an elective office. He is a member of Ravenswood Boat Club; Advance Lodge, F. & A.M., and Banner Chapter and Queensborough Lodge No. 878, B.P.O.E. He is unmarried, well known and a highly esteemed citizen of Queens Borough.

CONRAD GARBE, assemblyman, son of Anton and Louisa Garbe, was born at Woodhaven, L.I., April 29, 1861. He obtained his education at the public schools of Jamaica and has been a resident of Woodhaven all his life long. He is an enthusiastic Democrat and outside of having served as a member of the School Board for four years, he is assemblyman of his district. Mr. Garbe is a communicant of the Congregational Church, a member of Lodge Jamaica, F. & A.M., R.A., I.O.O.F., D. D.H. and other local societies. He married Wilhelmina Verades May 8, 1883. Two children have been born to this union, Conrad, Jr., and Amelia. As a citizen, Mr. Garbe stands high in the esteem of his fellow men. His political career, as well as that of his private life, has always been above reproach. As a member of the Assembly his constituents have a representative who is ever watchful of their interests to an extreme degree.

BRAMWELL DAVIS, building and real estate operator, son of John and Martha Davis, was born at Decatur, Ill. He obtained his education at Junction City, Kan., Kansas City, Mo., and Washington, D.C. For some years prior to his removal to the Borough of Queens, Mr. Davis was engaged in newspaper work in an editorial capacity in New York City. On account of close indoor confinement connected with his former profession, he decided to en-

gage in his present business, in which he has been very successful. Mr. Davis is much interested in athletic sports; he is a member of the Bayside Yacht Club, the Douglaston Country Club, Mens' Club of All Saints' Church and of the Pen Club of New York City. In politics he is a Democrat. In June, 1896, he married Miss Katharine McNaught; one child has been born to the union, Malcolm, aged eleven years.

THOMAS BALDWIN LOWERRE, the present popular postmaster of Flushing, and one of Queens County's highly esteemed citizens, and son of Thomas B. and Julia Lowerre, was born on April 8, 1865, at Brooklyn, N.Y., and educated in the public schools. No resident of Queens has pursued a more honorable career, or been of greater value as a citizen, than the gentleman whose name introduces these paragraphs, and who is well known throughout the county. His life and character are well worthy of imitation by those who, like himself, must be the architects of their own fortunes and destinies. His habits are unostentatious, his indulgence impartial, his convictions strong, and his benefactions, like his labors, generous and constant. Starting out on his own resources, he has made his way in the world, and by honest methods and faithful service has gradually advanced, until at present time of writing, he occupies the high and responsible position as postmaster of Flushing. His pleasing manners and open, frank way of conducting the postoffice have made him extremely popular with all the merchants and residents throughout his bailiwick. Since his majority, Mr. Lowerre has always been a staunch and stalwart Republican, identifying himself with its progress and its aims, both local and national. Mr. Lowerre was united in marriage to Miss Minnie G. Field, an estimable young lady and native of Flushing, who at the time of her marriage was engaged in teaching in public schools, the result of this happy union being four children, namely: F. Adel, Edgar B., Walter Matheson and Gertrude Lowerre, all living and a most interesting and gifted family. Mr. Lowerre takes an active interest in the advancement of the county's interest, both in its mercantile as well as its beneficial affairs. During the progress of the circus, held for the benefit of that grand institution, the Flushing Hospital and Dispensary, which took place in June, 1907, Mr. Lowerre performed herculean labor for the hospital, and to his keen business intellect, and systematic work performed, by him contributed in a large measure to the great financial success that was scored for the worthy institution, which is entirely supported by





DANIEL S. JONES



MARQUIS D. GOULD



ROBERT M. DALGLEISH



J. FRANK RYAN



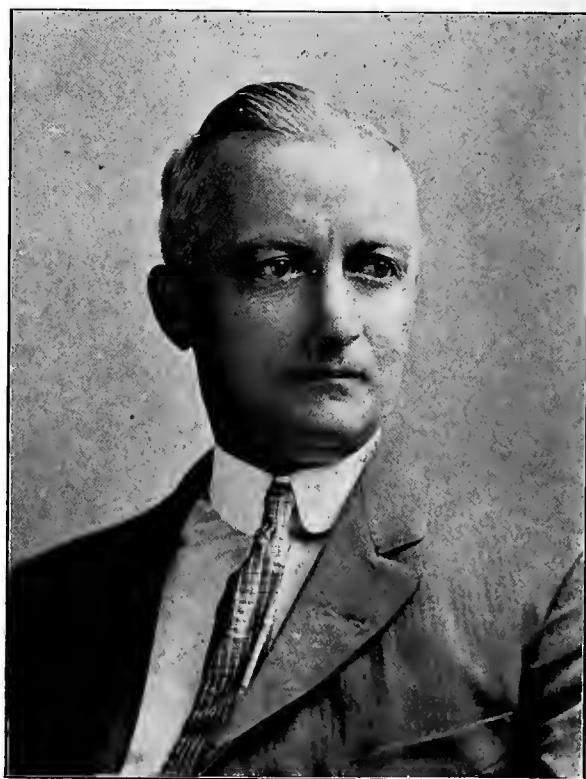
RICHARD H. WILLIAMS



PETER M. COCO



CHARLES WILLE



JOHN C. HEMRICH

voluntary contributions. He is a member of the Flushing Business Men's Association, Flushing Association, the Republican Club of the Fourth Assembly District of Queens County, and the Seventeenth Separate Company of the National Guard of New York, joined in 1884 having served nineteen years in the company, and received his honorable discharge November 4, 1905.

WARREN B. ASHMEAD, postmaster at Jamaica, L.I., was born at that place October 16, 1874, where he received a good education in the public schools. For some years Mr. Ashmead has been a prominent figure in public affairs, not only in his own community, but throughout the Borough of Queens as well. In politics he has always been a staunch Republican, but never an offensive partizan. He has filled a number of responsible public positions, prominent among which may be mentioned that of warden of Queens County Jail, chief clerk to the Commissioners of Jurors, and his present one of postmaster of Jamaica. While these honors were conferred upon Mr. Ashmead through the party with which he affiliates, he has never forgotten the fact that he has always endeavored to serve all the people irrespective of politics. During his incumbency as postmaster, he has introduced a number of excellent features in the conduct of his office that have been of great public convenience. Mr. Ashmead is a member of the Jamaica and Tamaqua clubs, the Roosevelt and Richmond Hill Republican clubs, the Twenty-third Regiment, N.G.N.Y., Veteran Firemen, Jamaica F. & A.M. Lodge No. 546, Queens Borough Lodge B.P.O.E. No. 878, and of the Jamaica Baptist Church. On October 11, 1905, he married Miss Jessie M. Peterson, an estimable and popular young lady of Valatie, N.Y. Mr. and Mrs. Ashmead are social favorites among the set in which they move.

JOHN J. McLAUGHLIN, consulting engineer of the Borough of Queens, the son of William A. and Anastasia McLaughlin, was born at Jamaica, L.I., and educated at the public schools of the latter place after which he attended the New York University, and graduated with honors from that famous institution. He chose civil engineering as his profession and has for a number of years been one of the most successful engineers in Queens County. He was appointed county engineer of Queens, and after serving in this capacity, winning distinction, he was selected as consulting engineer of the Borough of Queens, under President Joseph Cassidy. Mr. McLaughlin is perhaps one of the best known men in his profession throughout Queens County. He has a strong personality, and an extensive acquaint-

ance with all the leading citizens of the Borough. In his present position, his services are regarded very highly. Mr. McLaughlin was married on November 21, 1888, to Miss Adelaide M. Carroll, of Brooklyn. They have a family of eight children, all living. In politics he is a Democrat, is a member of the American Society of Civil Engineers and the Society of Municipal Engineers.

HON. LUKE A. KEENAN, former state senator, son of Luke Keenan and Sarah Keenan, was born April 10, 1872. He was educated at St. Patrick's Cathedral parochial school. His residence in the Borough of Queens extends over a period of twenty years. He has always taken an active part in politics and in 1900 and 1901 he served as a member of the Assembly, having been elected on the Democratic ticket; in 1902-04-05 and 1906, he was a member of the Senate. Mr. Keenan belongs to the Knights of Columbus; the Elks; the Eagles, and is the standard bearer of the Luke A. Keenan Association. Senator Keenan's public as well as his private record has always been above reproach. During his long residence in the Borough of Queens he has endeared himself to all classes irrespective of political affiliations or religious creed.

HERMAN VOSSNACK, JR., one of the principal and leading lumber merchants of Queens County, the son of Herman and Emeline V. Vossnack, was born in Boston, Mass., July 31, 1866. He graduated from the public school of New York City, after which he entered the College of the City of New York, and graduated with honors in the class of 1885. For a number of years Mr. Vossnack studied and learned the rudiments of forestry, and is recognized and known throughout the country as one of its most able exponents and distinguished experts. He is popular throughout the country with all the forestry adherents, and the great lumber interests both North and South. His lumber yards in Long Island City, located on Davis Street, west of Jackson Avenue, and by the Long Island Railroad tracks, are among the largest in the country, and he has an extensive list of patrons, from all sections where they find the best quality of lumber the market affords, and their orders attended to with promptness and despatch. In politics, Mr. Vossnack is a staunch Republican, and is a member of the Republican County Committee of Queens, though he has never aspired to public office, his large business interests including his forestry affairs requiring all of his excellent executive abilities. In 1889, Mr. Vossnack was married to Miss Sarah E. Conover, an estimable lady, the result of this happy

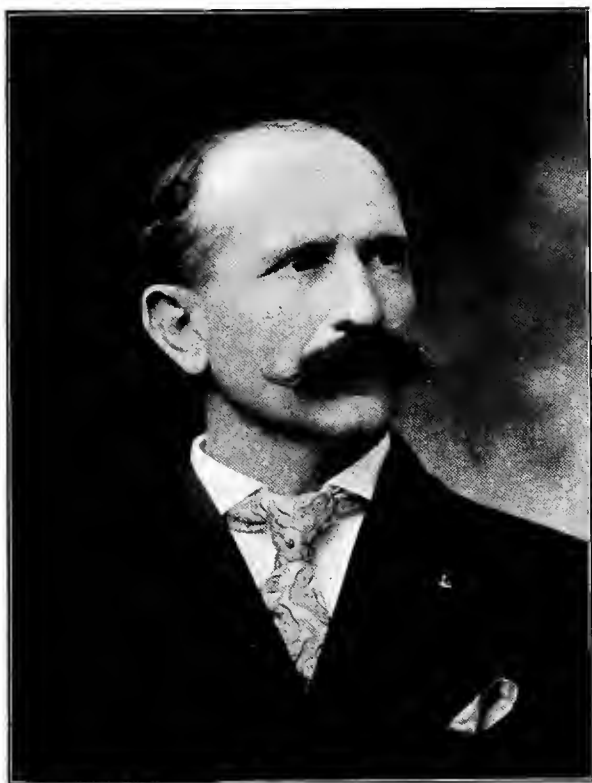
union being viz:—Valencia sixteen years of age, and Lloyd M., eleven years at this time of writing. In his domestic life, Mr. Vossnack devotes all of his leisure time in the company of his interesting family, to whom he is ardently devoted. He is a vestryman of St. Johns P.E. Church of Long Island City, a member of Island City Lodge No. 586, F. & A.M., Banner Chapter 214, R.A.M., St. Elmo's Commandery Knights Templar No. 57, A.A. Scottish Rite, Valley of New York, the B.P.O. Elks, Queensboro Lodge, No. 878, and treasurer of both the Civic and Lincoln clubs of Long Island City. Mr. Vossnack has a striking personality, and numbers among his personal friends a very large number of the leading citizens of Long Island City and the entire county, who admire him for his upright business qualities, his strict integrity, and his devotion to his duties in all the associations he is so prominent in, besides the public spirit he displays in all matters pertaining to the advancement and enrichment of Queens County.

JOHN M. PHILLIPS, under-sheriff for Queens County, and a son of John M. and Margaret Phillips, was born in New York City, January 3, 1873, where he received his education in the public schools. He has resided in the present Borough of Queens for thirty years and is well and favorably known, and very popular. For some years Mr. Phillips was a successful contractor, a business which he followed until January 1, 1907, at which time he was appointed to his present position of under-sheriff. He is a member of the Democratic Club of Long Island City, and is the standard bearer of the J. M. Phillips Association. In 1903 he married Miss Helen G. Tudden, to whom one son has been born—John M., Jr.

JOHN HENRY GERLACH, an eminent citizen and manufacturing stationer of College Point, the son of Frederick and Susannie (La Roche) Gerlach, is a native of Barmen, Germany, where he was born on August 5, 1851. He was educated in the schools of his native place, and when he attained his majority he entered the German army, in the field artillery and after serving five years, the latter two years having been promoted as an officer, he received an honorable discharge, and the thanks of his government for the strict attention he paid to his duties and his faithful service. In 1878 Mr. Gerlach came to the United States and located in New York City where he in 1880 established himself as a manufacturing stationer, making a specialty of loose leaf binding devices, which he conducts to-day at College Point on an extensive scale. As time advances, and its various interests multiply, there is need

of men adapted to all kinds of pursuits—business, professional and mechanical—and by a happy dispensation of Providence, some men are adapted to one calling and some to another. The fact that Mr. Gerlach is successful in the business in which he has always been engaged indicates in a marked manner his adaptation to this important line of work. He is energetic, industrious and judicious; his success proves that he possesses great ability and wise determination. Under his careful scrutiny his business has continued increasingly prosperous; he has gained a first-class reputation in financial circles. The connection Mr. Gerlach has had with manufacturing stationers in this country has made for him a wide and popular acquaintance with most of the largest firms and corporations from the Atlantic to the Pacific, the Canadas and Mexico, whom he constantly supplies. In his early business career Mr. Gerlach met with many trying vicissitudes, that would cause many a less strong mind to collapse. But through it all, though severe and almost disastrous at times, his indomitable courage and remarkable will power prevailed at last, when he conquered. After leaving New York City he located in Flushing and made a heroic fight to establish a profitable business there. There he was surrounded with many hard trials and disappointments, but in the end triumphed and established a nucleus for what has become at College Point the largest, best equipped and most successful business of its kind in the country. On March 13, 1877, Mr. Gerlach was united in marriage to Miss Marie Roeber; the result of this happy union being four children, Franklin, who is twenty-seven years of age and married, and who holds a responsible position with his father in business in which he has been thoroughly trained; Laura, who is living; William and Ellen, now deceased. Mr. Gerlach and his family are prominent members of the Lutheran Church; he is also a member of the Alpenrosle Singing Society. In his beautiful home surrounded by his interesting family, Mr. Gerlach finds his greatest enjoyment. He contributes largely to every cause worthy of support, and possesses a public spirit to a high degree. As a citizen Mr. Gerlach commands the respect of the people in the community at large. He is a splendid type of the home-loving citizen, so prominent in the German race, who have so largely contributed to the greatness of this republic.

FRANCIS E. ANDREWS, electrician, son of Joseph and Annie Emily Andrews (née Humphrys), was born in Canada June 11, 1869, and is the father of thirteen children, all of whom are living except one who died in infancy. In the public schools of Boston, Mass., and Brooklyn,



CONRAD GARBE



JAMES H. JOHNSON



WILLIAM E. EVERITT



FRANCIS J. MEAGHER



JOHN NIEDERSTEIN



LAWRENCE GRESSER



CHARLES FREDERICKS



THOMAS C. MCCORMICK



N.Y., he laid the foundation of his education. For the past fifteen years he has been a resident of Flushing and is a member of St. George's Episcopal Church. Identifying himself with the Democratic party for whom he has worked hard and faithfully and at present is a commissioner of condemnation proceedings in the Borough of Queens. He is a member of the Shinnecock Democratic Club, Court Flushing Foresters of America, Shinnecock Tribe I.O.R.M., Flushing Aerie Fraternal Order of Eagles, Flushing Business Men's Association, Empire Hose Company, Volunteer Firemen, Exempt Firemen's Association. On August 19, 1886, he married Miss Mary E. McCormack of Brooklyn, N.Y., to whom were born six children; five are living, viz.: Thomas E., Frances E., Ruth E., Robert E. and Mary E. Mrs. Andrews died on June 6, 1897. On March 17, 1899, he married Miss Mary A. Gill of Flushing; to this union seven children have been born, viz.: Grace G., Hazel C., Joseph H., Frank G. and the famous red, white and blue triplets, whose names are Margaret Cherry, Janet Carolyn and Elizabeth Colwell, who were born July 4, 1907.

HENRY HOWARD BOOTH, son of Colonel Charles A. Booth of Twenty-sixth U.S. Infantry, and Jane Flora, was born at Fort Benton, Mont., July 26, 1874. He received his early education in the public schools of Vergennes, Vt., and Harrisburg, Pa. After completing his common school education he took up the study of law with his uncle, the Hon. John H. Booth, at Plattsburgh, Clinton County, N.Y., 1894. He entered Union University Law School at Albany, N.Y., in 1895, graduating therefrom in 1897 near the head of his class and was shortly after admitted to the Bar of the State of New York. Mr. Booth has been a resident of Queens Borough since 1904. He is largely interested in real estate operations, and enjoys an extensive and lucrative law practise. His offices are located in the Century Building at the corner of Thirty-fourth Street and Fifth Avenue, New York City. In politics he is a Republican. During the years of 1896-97 he was a member of the town board at Champlain, Clinton County, N.Y. In 1901-02 he was prosecuting officer of the city of Vergennes, Vt., filling these positions with great credit to himself and his constituents. Mr. Booth is a member of Champlain (Vt.) Lodge No. 58, I.O.O.F., Hudson Lodge 329, F. & A.M., and of the Episcopal Church. On June 26, 1900, he married Miss Mary Lorain Rich of Richville, Vt. They have one child, Jane Elizabeth. Mr. Booth is one of the fine types of Western manhood whose word is his bond. He is universally esteemed by all who have the pleasure of his acquaintance.

MINOR L. PLATT, real estate and insurance broker, with offices in New York and Long Island City, was born at Astoria, L.I., July 24, 1874, where he received his education at the old Fourth Ward public school, and later he took a thorough course at a well known commercial college in New York City. Mr. Platt engaged in the real estate and insurance business several years ago, and has scored a signal success. He effects insurance in companies of solidity and strength, and policies written through him have always been promptly paid without litigation and annoyance to the holders. Mr. Platt is a prominent member of Sunswick Democratic Club and of the Benevolent and Protective Order of Elks. On June 27, 1907, he married Miss Caroline Diederich of Astoria and still resides in the Astoria section of Long Island City.

CHARLES HEDGES GARRETSON, druggist, son of Garret R. and Eliza (Bloodgood) Garretson, was born at Flushing, N.Y. He received a public school education at his native town, where he has resided all his life. He never entered political life nor has he ever held any public office. Mr. Garretson is a communicant of St. George's Episcopal Church, having been vestryman for fourteen years. In addition he is a member of Cornucopia Lodge No. 563, F. & A. M. Mr. Garretson is a progressive, public spirited citizen, and has always been foremost in contributing toward anything that has a tendency to promote the welfare of the community in which he has resided so long.

THOMAS H. TODD, journalist, member of Assembly and son of the late Thomas H. Todd, founder of the Long Island City *Star*, and Lucie A. Todd, was born at Long Island City, January 31, 1876. His primary education was obtained at the public schools of his native place. He then entered Flushing Institute, and later Vanderbilt College of Social Economics. At the latter institution he made a study of social economics. For a number of years Mr. Todd filled a prominent position with the Long Island City *Star*. His reputation as a thorough journalist is along the higher lines of that profession. In 1906 he received the Democratic nomination for member of the Assembly to which he was elected by a large vote; he was reelected to that body again in 1907 by an increased vote. He is a member of St. Mary's Roman Catholic Church, New York Press Club, Queens Borough Lodge of Elks, Astoria Club, the Long Island City Athletic Club, Fort Orange Club, Albany, N.Y., Typographical Union No. 6, as well as other social organizations. On April 28, 1905, Mr. Todd married Miss Katherine A. Walsh of Long Island City. They

reside at No. 245 Nott Avenue. During the 1907 session of the Legislature, Mr. Todd was appointed by Governor Hughes a member of the Investigating Committee of the National Guards, state of New York, being the only Democrat appointed from the Assembly.

THOMAS GERVASE FOGARTY, the subject of this sketch, like many of our hardy and successful men, had the good luck to be born and reared on a farm. He was born in 1875 on the old Locust Lawn Farm, situated on Jamaica Avenue, about a mile south of the Main Street depot of the Long Island Railroad, and where he still resides, his parents being the late Mr. and Mrs. James Fogarty, the father being among the largest and most successful farmers and dairymen of his time on Long Island. He received his education in the local public schools and at De La Salle Institute, New York City. His first commercial venture was in the milk business, which he successfully conducted up to six years ago, when he sold out to enter the undertaking and livery business, having acquired through purchase the business and entire fixtures of the late John F. Dunn. Since entering the latter business he has made many improvements and added several fine equipments to its stock, which has brought much popularity to the establishment. Mr. Fogarty has had charge and conducted many of the largest funerals in Queens Borough and as far east as Port Washington. He is a graduate of the Renoward Training School for Embalmers of the State of New York. His popularity is attested by his membership in the following named organizations, viz.: St. Michael's Church Lyceum, Shinnecock Democratic Club, St. Vincent de Paul's Society, Holy Name Society, Aerie of Eagles, Order of Foresters, Elks, Knights of Columbus, Flushing Boat Club, Business Men's Association and Flushing Maennerchor. In the community he is regarded as a man of high ideals and of the strictest integrity.

GEORGE BELL CRANSTON, known for the past ten years in the real estate world, first in Westchester County and at present in Queens, and at this writing a member of the well known real estate firm of Dalgleish, Cranston & Yeager in Flushing, and also the manager of the firm of Cranston & Co., his own firm's New York City division at No. 7 East Forty-second Street, though not a resident of Queens County, has for a long time been interested in its welfare and numbers among its residents a host of warm personal friends. To secure success in business, a man must be energetic, persevering, capable and judicious. With these qualities he need have no fear of failure. Mr. Cranston possesses these

characteristics to a large degree. The story of his business career is instructive, it shows the road to success is along the path of duty, and that industry combined with honesty and judgment, bring the possessor a fair measure of success. He has ever been prompt, courteous and considerate, and has never been known to intentionally wrong any one. Beginning in life without other capital than sound judgment, indomitable energy, correct business principles, and unquestioned integrity, he has become successful by persevering industry, enterprise and judicious management. Mr. Cranston was born on January 14, 1876, at Manchester, England, the son of James W. and Elizabeth Cranston, both natives of Scotland. He is descended from a long race of most distinguished border fighters, and is also a lineal descendant of the famous Earl Cranston of the Scottish border. When a child his parents brought him to Peebles, Scotland, where he was educated in the public and high schools of the latter place. Having literary inclinations, he became associated with the newspaper press, notably the *Peebles News*, for several years, and later the *Peebles Advertiser*, both of Scotland. After coming to New York, he continued his literary work, having been appointed editor and manager of the *Riverhead Courier* of Riverhead, L.I. During his literary career, he was the author of a number of short, but very popular, stories. Since he entered the real estate and insurance business he has applied the same assiduous attention to his duties that characterized his successful management of the *Riverhead Courier*. On April 18, 1900, Mr. Cranston was married to Miss Mary Brundage of Armonk, Westchester County, N.Y. Mr. Cranston is a Republican in politics, but has never aspired to hold public office. He is a member of the Methodist Episcopal Church, also a prominent and active member of Olive Branch Lodge No. 31, I.O.O.F., New York City, and is present chaplain of the lodge.

ROBERT M. DALGLEISH, real estate broker, son of William and Ann Dalgleish, was born in Peebles, Scotland, November 20, 1864. The rudiments of his education he received in the grammar schools of his native land. Coming to this country in April, 1889, he embarked in the publishing business and continued it for a number of years. He has resided at Flushing for the last two years. In politics he affiliates with the Democrats. He is a communicant of the Presbyterian Church, a member of the Business Men's Association, of the Board of Real Estate Brokers and secretary of the Brooklyn Camera Club. His wife was Miss Emily C. Wilson of Brooklyn.



WARREN B. ASHMEAD



BRAMWELL DAVIS



JOHN J. TRAPP



MINOR L. PLATT



HON. LUKE A. KEENAN



WILLIAM KLEIN



THOMAS H. TODD



WILLIAM JOSEPH MOORE

ALBERT MAXFIELD YAEGER, a member of Flushing's most active real estate firms, Dalglish, Cranston & Yaeger," the son of Michael C. and Carrie M. Yaeger, was born on February 25, 1879, at New York City. Real estate values are apt to change rapidly in any town or city, but particularly is this true of Flushing and vicinity, which is a residential place. The services, therefore, of a thoroughly well informed and absolutely reliable real estate man are those of inestimable value to the intending investor, or to one who wishes to dispose of his property. No other man in this vicinity is better informed regarding the value of real estate than the subject of our sketch. Thoroughly devoted to the interests of those doing business with him or his firm, he displays characteristics which have engaged the regard of a large number of clients and acquaintances, and among the numerous real estate dealers of Flushing, none are more able to give better advice or offer greater inducements for investing capital than Mr. Yaeger. This prominent and active citizen of Flushing was educated in the public schools of New York City and after graduating learned the trade of engraver and illustrator in which he became very successful. Ambition proved too great to permit of as quiet a life as was being led in this field and he engaged in the life insurance business in which he made marked success. Having an aptitude for real estate operations, he came to Flushing, where he has devoted his remarkable energies to this calling and occupies a leading position among Flushing's most esteemed citizens. On April 22, 1903, Mr. Yaeger was united in marriage to Miss Blanche G. Little, an estimable and accomplished young lady of New York City, who departed this life on June 20, 1904, leaving one child, Albert M. Yaeger, Jr., the result of this union, who also died on August 20, 1904. Mr. Yaeger is a member of St. James Evangelical Lutheran Church of New York City, a member of the Business Men's Association of Flushing, the Third Ward Republican Club, Constitution Lodge No. 241, F. & A. M., Constitution Chapter No. 230, R.A.M., the Flushing Athletic Club, the Board of Real Estate Brokers of Flushing and Flushing Council Royal Arcanum. Although still in the dawn of a most brilliant and successful career, Mr. Yaeger is rapidly advancing himself to the front rank of real estate operators, and in the meantime becoming a prominent factor in the development of Queens County. It is men of this stamp that are the bone and sinew of any community.

AXEL JOHN SWENSON, son of Andrew J. and Mary L. Swenson, and prominent real estate

operator of No. 3 Main Street, Flushing, was born at Washington, Warren County, N.J., February 11, 1881. When he was six years of age his parents removed to Flushing where young Swenson attended the public schools. After leaving school he engaged in the real estate business. After getting a thorough insight to all the details, he, with his younger brother, James, opened their present office on Main Street. Their efforts have been crowned with success. Mr. Swenson is a member of Hoboken, N.J., Lodge No. 35, F. & A.M., St. George's Protestant Episcopal Church and St. George's Brotherhood. In politics he is a Republican. Although a young man, he has made quite a reputation in the local real estate world.

JAMES SYDNEY SWENSON, son of Andrew J. and Mary L. Swenson, and junior member of the real estate and insurance firm of Swenson and Swenson of No. 3 Main Street, Flushing, was born at Washington, N.J., August 21, 1885. He has resided in Flushing since he was two years of age. He attended the local public schools, graduating from the High School in the class of 1904. For some time Mr. Swenson was assistant manager of the law department in Jamaica office of the Title Guarantee and Trust Company, which position he resigned to take up the real estate business. He is a member of Cornucopia Lodge No. 563, F. & A.M., St. George's Protestant Episcopal Church, and of the Seventeenth Separate Company I, N.G.N.Y. He resides at No. 209 Amity Street, Flushing.

THOMAS C. CAPONE, master plumber, son of Angelo and Carmelia Capone, was born in Rome October 14, 1879. He attended the public schools at Steinway, L.I., having spent here the last twenty years. In his political views he favors the principles embodied in an independent democracy. He has never held any political office, but is a regular communicant of the Roman Catholic Church. In 1904 he married Rose B. Talasco, of whom he has one child, Salvatore. Mr. Capone is a man who stands high in the community in which he resides. His success in business walks of life has been attained through strict attention to duty, as well as to the close observation of all obligations he enters into.

HERMANN KOCH, real estate broker, son of Friedrich and Sophia Koch, was born in Germany September 28, 1861. He completed his education at the Royal Seminary for Teachers and taught school afterwards for a number of years. Ever since Mr. Koch acquired citizenship, twenty years ago, he has shown great interest in public

affairs and in the welfare of the community he resides in. For two years he was member and secretary of the local school board, District No. 42, Borough of Queens, and in that capacity he showed profound interest in the development of our educational system. His political views are those of the Democratic party and during 1904-5 he was alderman of the Sixty-seventh Aldermanic District comprising old Long Island City. His name is enrolled on the rosters of many societies, viz.: the Order of Elks, Royal Arcanum, Masonic Order, the Odd Fellows, Democratic Club, the Long Island City Turn Verein, and in addition is honorary president of the United Singing Societies of Long Island City. In August, 1887, he married Miss Emma Herrmann and he has two sons, Alfred, aged twelve, and Henry, eighteen years old, now attending High School at Long Island City.

HON. JOSEPH SULLIVAN was born in New York City and educated in the public schools. After finishing his school course became an apprentice at the trade of cutter. After mastering this trade, he was made superintendent of a large establishment in New York. A number of years later he embarked in the hotel business, owning a few places in New York. About fifteen years ago Mr. Sullivan moved to Corona, leasing the old-fashioned hostelry situated at the corner of Locust Street and Mulberry Avenue, and known as the "Village Home." At the time of his advent in the village of Corona the place was more of a country place, access to New York being by steam railroad, there being no trolley line at that time. After Mr. Sullivan resided in Corona a few years he was elected a member of Hook and Ladder Company No. 6, and becoming a very active member. A short while afterward he was elected district chief, and at the expiration of his term he was nominated by his friends to chief of the Newtown Fire Department, serving three terms. On his retirement three years ago he was presented with a handsome gold watch and diamond fob, a compliment to him by his fellow members. During his incumbency in office he succeeded in having the department supply horses for all of the thirteen fire companies in Newtown, along with drop harness and everything that was necessary for the betterment of the department, and also received through his energy a rig for the chief of the department. Mr. Sullivan was elected to the Assembly by the Democrats of the old First Assembly District of Queens County, which was next to the largest assembly district in New York State and one and one-half times as large as the largest Manhattan district. He was reelected and served three years. He was instrumental in pass-

ing in Assembly the bill for payment of assessments by instalment; legalizing the expenditure of money for topographical surveys, which was instrumental in bringing on the improved streets, there being no map adopted previously. After having upwards of fifty votes on the bill the Republican floor leader made an appeal to a party measure and Mr. Sullivan's amendment was defeated. Mr. Sullivan is a delegate to the State Firemen's Association, a trustee of the State Liquor Dealers' Association, president of Newtown Liquor Dealers' Association, a member of the Queens Borough Elks and a past worthy president of the Queens County Aerie, Order of Eagles. He is a member of the Board of Governors of the Democratic Club of Queens Borough. He has an office at the corner of Jackson Avenue and Fourth Street, Long Island City, where he is engaged in the surety business, issuing all kinds of surety bonds and making a specialty of excise bonds for liquor tax certificates.

JOSEPH H. QUINN, son of Hugh F. Quinn and Mary B. Quinn, was born in New York City, where he received a good education at the public school and also the Christian Brothers. For thirty years past he has been a resident of Long Island City, where he has been an influential and highly esteemed citizen of the Borough of Queens. Mr. Quinn is connected with the well known firm of H. F. Quinn & Sons, builders, at Nos. 18-22 Hunter's Point Avenue, Long Island City, and where they also conduct an extensive cabinet business and manufacture of desks and office furniture of strictly high grade. The firm has a large plant for all kinds of cabinet work, etc. Joseph H. Quinn is a Democrat in politics, but has never cared to hold public office, preferring to devote his time to his fast growing business. He is a member of the Roman Catholic Church, Knights of Columbus, Royal Arcanum and of the Democratic Club of Queens Borough. The more recent examples of the splendid work executed by the firm of H. F. Quinn & Sons, are shown in the fine new library buildings of Flushing, Elmhurst and Richmond Hill, a view of each building occurring in another part of this volume.

HENRY HALFORD HICKS, son of James and Ann Halford Hicks, was born in 1855 at Yarmouth, Isle of Wight. He received his education at Freshwater School, Yarmouth, and completed his studies at Milford, Hampshire. After leaving school he learned the trade of a blacksmith. For twenty-five years he has been a resident of the Borough of Queens, where he has carried on business as a smithy, and where





PHILIP J. F. KRAEMER



HENRY HALFORD HICKS



HENRY WILLETT



FREDERICK KRAEMER



HERMAN VOSSNACK, JR.



GEORGE W. SCHAEFER



HON. THOMAS M. QUINN



WILLIAM ANTHONY BEAUMERT

he is well and favorably known. In 1906 Mr. Hicks received the appointment of blacksmith for the department of Queens, a position he still retains. He is a member of Anchor Lodge, No. 729, F. & A.M. (and Noble Grand of Whitestone Lodge No. 775, I.O.O.F.); is ordinary member Bingham Garrison, a member of Volunteer Fire Department of Whitestone, a member of Exempt Firemen of Flushing, the Grace Episcopal Church of Whitestone. Mr. Hicks has twice been married; his first wife was Mary Begeden of Flushing, deceased; his second wife's maiden name was Mary E. Gilchrist. Mr. Hicks's children were Mary Ellen, living, and Elizabeth, now deceased.

MARTIN. J. DOOLY, funeral director and undertaker, son of William and Bridget Dooly, was born in Tipperary, Ireland, November 11, 1862, where he attended the national school. His parents emigrating to America, young Dooly completed his studies at the Flushing High School. Since 1875 he has resided in Flushing. He is now the oldest as well as one of the leading undertakers. He has a thorough knowledge of embalming, having received his diploma from the National Embalming College of No. 10 Bond Street, New York City, in 1893. He is a member of the Roman Catholic Church, Knights of Columbus, Eagles, and for twenty-four years has been a member of the Volunteer Fire Department. Mr. Dooly married Miss Annie Buckley (now deceased) January 23, 1898. Three children were born, viz.: Mary, William and Margaret.

BISHOP W. B. DERRICK, D.D., of the African Methodist Episcopal Church, was born in the Island of Antigua, B.W.I., in July, 1843. His parents were Scotch and West Indian. They were of the planters' class of that island, and strictly religious, the influence of which has had its effect upon the life and character of the Bishop all through his career. The Island of Antigua, in which he was born, is known as the Athens of the other islands, on account of its numerous institutions of learning, likewise the compulsory education system of the people. At the age of five years he attended a private school for a term of three years under the careful preparation of a female teacher, who spared no pains in his preparatory studies. At the age of eight years he entered the Moravian Training School, where he remained until he had reached his eleventh year, when he was again sent to the high school known as the Wilson High School, spending five years under the special training of the principal of that institution. On reaching his seventeenth birthday, his parents concluded

to send him to England to complete his studies in the higher branches, so that he might be thorough in the work of the Christian ministry, to which he felt from his early boyhood he was called. On leaving home for England, he had scarcely reached the old country when the Civil War between the North and South commenced. He at once resolved to come to the United States and enlist in the United States Navy, and went to war, as he considered it to be a righteous act on his part to assist in destroying slavery, which then existed in the Southern States. It was in April, 1861, at Boston, he enlisted on board the frigate *Minnesota*, the flag-ship of the North Atlantic blockading squadron. It was not very long



BISHOP W. B. DERRICK, D.D.

after when the first battle on the Atlantic Coast took place at Hatteras Inlet between the fleet and the Confederate fortifications, commanded by ex-Governor Wise of Virginia. For twelve hours the *Minnesota* and her associate ships of war fought against the Confederate fortifications, until they were compelled to surrender to the Union forces. The second engagement was the memorable fight which took place between the *Monitor* and the *Merrimac*, March 8, 1862, which was then considered to be the greatest naval battle in history up to that date. Twelve months after this occurrence he secured his discharge and returned to private life, when he fitted and prepared himself for the work of the ministry. In the year 1866 he entered the ministry of the African Methodist Episcopal Church as preacher and teacher among the freemen. Although very

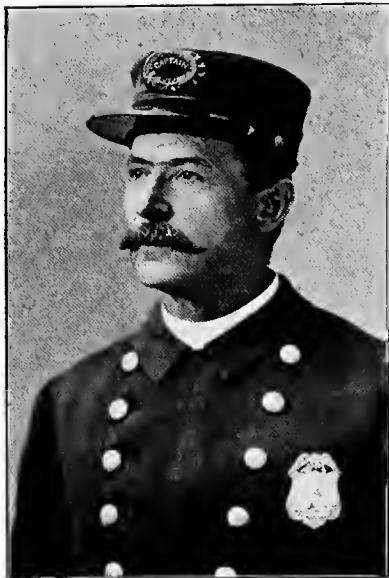
young as to years, he took an active part in the affairs of both Church and State which concerned the freemen or newly-emancipated slaves. This brought him prominently before the public's eye, so much so he was considered to be among the leaders in both platform and pulpit. In the contest between Greeley and Grant he won for himself a name as a campaign orator, which caused for him to be sought after in all succeeding national campaigns, which gave to him the opportunity to be often associated with such national platform speakers as Hon. J. G. Blaine, Thomas B. Reed, Senator Foraker, President McKinley, Senator Everetts, Depew, Ingersoll, Fred Douglass and Langston. Not only in this country has he been associated with orators and statesmen, but he has international fame both in Church and State. He attended several International Church Congresses. During the sessions of these gatherings he impressed himself indelibly, so that he was invited to preach the 355th anniversary sermon in the Church of the Martyrs or Ancient Catacombs in Canterbury Cathedral, England, the duty of which he performed with credit, as was told by all those who heard him. At the gathering of the Ecumenical Council in London, when Methodist representatives were gathered from all parts of the world, he was sought after and was associated with Bishops Hamilton, Galloway, Hartzell and Granbury. In this body he was a prominent member of the Business Committee, rendering valuable service to the assemblage. As a traveler his reputation is world-wide. He has visited Italy, France, Switzerland, Scotland, Ireland, England, the South American states, West Indies and the leading cities of South Africa and the Madeira Islands. During his tour of Italy he visited Vesuvius, Rome, Genoa, Florence and Venice, then the mountains of Switzerland. The bishop was chosen to his present position in 1896. There were 16 competitors, necessary to a choice 161 votes, but such was the popularity of the bishop among the ministry, that out of 216 delegates he secured 206 votes on the first ballot—45 more than was required, and was the only one chosen on that ballot. The *British Lion* says: "But a new note is being struck in the pulpit, a blending of culture and faith, a union of the modern and the mystic. Bishop Derrick represents it in his preaching. There is the atmosphere of culture about his speech, but in it there throbs the passion of the evangelist. To him evolution either in science or in theology is no enemy of religion, and criticism is no destroyer of faith. The note of his preaching is clearly, ringingly spiritual, and in the deepest and most distinctive sense his teaching is evangelical. His message is positive and personal, and the common heart responds." As a preacher, the bishop's sermons

are candid, tangible, solid and terminating a pleasant union of the material with the spiritual, presenting his arguments and appeals with an articulation as distinct and as lucid as his gesticulation is impressive. The bishop appears to advantage, of dignified bearing, easy gesture, with a mellow, strong voice, that always makes a favorable impression. In person he is stout and well proportioned, with a stern countenance, indicating inflexibility and positiveness, yet kind hearted and sympathetic—a true friend and a good neighbor. In his magnificent home, Bishop's Court, Lillian Park, is to be seen a letter beautifully encased in a rich gold frame, from King Edward VII, in recognition of a most sublime eulogy, which was delivered by the bishop on the life and character of his late lamented mother, Queen Victoria. The bishop resides at Flushing, and has lived there for fully twenty-one years, and is ranked among the good and respectable citizens of that community.

PHILIP J. F. KRAEMER, dealer in lumber and coal, son of John and Elizabeth Kraemer, was born in the City of New York September 12, 1847. He attended the public school at College Point, L.I., where he has resided for the last fifty-two years. He has never been interested in politics, nor ever held any political office. The only society of which he is a member is Anchor Lodge No 729, F. & A.M. Mr. Kraemer married Miss Josephine Bank September 11, 1881; two children have been born to this union, Isabella Amelia and Alfred Roberts.

FREDERICK KRAEMER, connected with the American Hard Rubber Company, was born at College Point August 30, 1857. He completed his education at the Flushing High School. From birth until 1885 he lived at College Point, but is now a resident of Brooklyn. He never took an active part in politics nor has he held any public office. He married Miss Agnes Schneeloch November 2, 1885, and there were in all seven children born, Else Marie, Waldo Lawrence, Erna Charlotte, Frederick Emil, John, William and Henry, the two last named being dead.

J. FRANK RYAN, real estate, insurance and city marshal, son of James and Eliza Ryan, was born at Flushing, N.Y., May 18, 1864. He obtained his education at St. Michael's School. His residence at Flushing has been permanent. He is a believer in Democratic principles and holds the office of city marshal and chief of the Flushing Fire Department. The following societies count him among their members: Fraternal Order of Eagles; St. Michael's Lyceum; St. Vincent De Paula; Holy Name Society; Shin-



CHARLES HANCE



THOMAS GERVASE FOGARTY



JOSEPH FLANAGAN



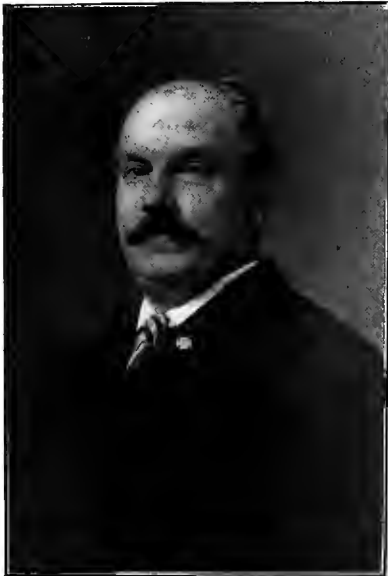
GEORGE WASHINGTON HILL



HERMAN KOCH



FRANCIS E. ANDREWS



HON. JOSEPH SULLIVAN



JOSEPH H. QUINN



necock Democratic Club; Young America Hose Company No. 2; and St. Michael's Church. He entered matrimony June 7, 1905, with Miss Margaret Reilly. Their only child, James Patrick, died soon after birth.

JOHN J. FALLON, contractor, and a son of Eugene and Bridget Fallon, was born in New York City in 1839. He was a pupil of the old Fortieth Street school. After leaving school he obtained a situation paying twenty-five cents a day in a paper mill, and later took another position in a steel factory, tempering steel. Not finding the latter work satisfactory, he decided to learn the trade of a lather, which later on he engaged in business as a contractor on his own account, and in which he has been very successful. He has been a resident of Queens Borough since 1872. He is a member of the Exempt Firemen's Association and of St. Michael's Roman Catholic Church. On October 6, 1872, he married Miss Julia Delaney of Flushing. Seven children have been born, viz.: John J., Peter T., Eugene, Edward, Mary, William and Francis, all of whom are living.

JOHN J. HOGAN, JR., alderman, son of John J. and Catherine Hogan, was born at Flushing July 14, 1873, and was educated at St. Michael's School of the same place. For some years he was engaged in the meat business, but now holds a responsible position in the Department of Highways for the Borough of Queens. Mr. Hogan is a member of the Shinnecock Democratic Club, the Roman Catholic Church, Knights of Columbus and the Young America Hose Company, Volunteer Fire Department. He affiliates with the Democratic party in politics, always devoting a considerable amount of his time furthering its success. On February 1, 1890, he was united in marriage to Miss Josephine A. Ryan of Flushing. They have four living children—John Francis, Thomas, Dorothy and Catherine. In October, 1907, the aldermanic Democratic convention of the Sixty-ninth District unanimously nominated Mr. Hogan for alderman. At the following November election he was triumphantly elected by a majority of four hundred over the Republican and Independence League candidates. This distinction awarded by the people of Flushing and the aldermanic district to Mr. Hogan was a personal testimonial to his ability, fitness and qualifications for the important post. It may also be assumed that Mr. Hogan will hereafter be an important factor in the political affairs of Queens County.

WILLIAM CONNORS, son of William and Mary Connors, was born March 1, 1857, at New

Ross, County Wexford, Ireland. He came to this country April 4, 1874, and settled at College Point, Third Ward, Borough of Queens, where he still resides and is engaged in the wholesale beer and ale business, as well as building and real estate speculation. He is a self-made man and by his shrewd business tactics and real estate speculation he has amassed a large amount of property, which is estimated to be worth over one hundred thousand dollars, the most of it being income property. Mr. Connors is a Democrat and filled the office of town trustee of the town of Flushing for several years. He is a member of C.B.L.; Elks; Eagles and College Point Club. On February 14, 1884, he married Miss Mary Cashin of Whitestone; they have seven children, viz.: Edward S., William C., Marguerite A., Mabel M., Raymond, Jerome and Loretto. Mr. Connors is highly regarded as a good citizen. He is one of the substantial business men of the College Point section of the Borough of Queens.

WILLIAM JOSEPH MOORE, merchant, deceased, was born at Brooklyn, New York City, being a son of James and Joanna Moore. He attended the public schools of his native place, after which he took a thorough course at Brown's Business College. Mr. Moore was a member of the Roman Catholic Church, Royal Arcanum, Order of Foresters, Knights of Columbus, Holy Name Society, Volunteer Fire Department, Mutual No. 1 Fire Company and of the Business Men's Association. On December 26, 1888, Mr. Moore married Miss Ellen Browne of Brooklyn. Six interesting children were born to the union, viz.: Arthur H., Adele, William B., Helen, Marion and Cynthia. Mr. Moore was a man of sterling qualities and was much beloved by all who had the pleasure of his acquaintance. He always maintained a high standard for honesty, integrity and uprightness. His standing in the community was of the highest.

GEORGE W. SCHAEFER, real estate operator and son of Philip and Elizabeth Schaefer, was born in New York City, where he attended and was graduated from the old Forty-seventh Street public school. For several years he carried on a carriage and wagon manufacturing establishment in New York. In 1893 he became a resident of the Borough of Queens, where he opened a real estate office which he still conducts. Mr. Schaefer is a member of Greenpoint Lodge No. 403, F. & A.M., and is a thirty-second degree Mason; past chancellor of Sparticus Lodge, K. of P.; past district deputy I.O.R.M.; ex-captain of Forty-seventh Regiment, N.G.N.Y.; veteran of the Twenty-second Regiment of New

York City, and a member of the Veteran Corps, Forty-seventh Regiment, New York City. In politics he is a Democrat. On June 30, 1904, Mr. Schaefer married Mrs. Emily Y. Schaefer; two children have been born by the first wife, G. Arthur, living, and William E., now deceased.

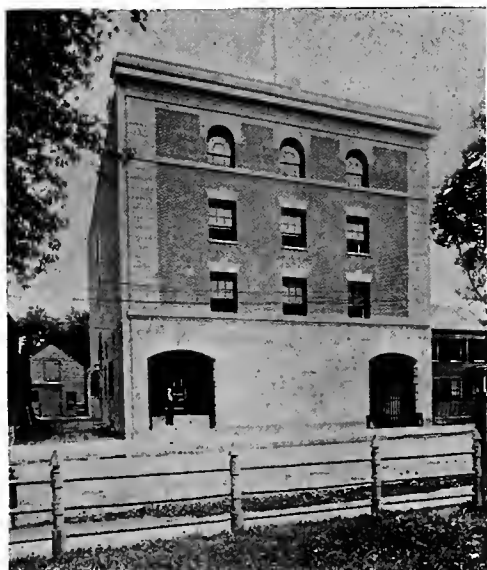
THOMAS DOWLING, retired, son of Patrick and Mary Dowling, was born in Dublin, Ireland, April 16, 1816. It was in the public schools of Dublin that he received the rudiments of his education. Since 1849 he has resided permanently at Flushing, L.I. Politics never occupied his attention to any extent and he has not been an office holder. In his religious belief he is a Roman Catholic. In the year 1858 he married Mary Savage and they had six children, of whom four are living and two deceased. Their names are Thomas, Ann, Mary, Theresa, Mary and Clara.

GUSTAVE ANDERSON, an old and well known citizen of Flushing, was born in Lidköping, Sweden, July 14, 1847, where he obtained an education in the public schools. In 1872 he came to the United States. He settled in Boston until 1876, when he came to New York and settled in Flushing in 1890, where he has continued to reside ever since. Having learned the trade of a cabinet maker when a young man he

warehouse in Flushing, a picture of which appears herein, which is known as the Flushing Storage Warehouse Co., and erected and completed in



GUSTAVE ANDERSON



THE FLUSHING STORAGE WAREHOUSE.

has continued following the calling with great success. Mr. Anderson is a member of the Methodist Episcopal Church, the Business Men's Association of Flushing. Mr. Anderson was the instigator of erecting the first fire-proof storage

1907. The building is an imposing structure and contains the most modern improvements, being fire-proof in all its essentials, with fire-proof vaults for the storage of valuables. The company was incorporated with the following officers: Gustave Anderson, president; Frank A. Collins, vice-president; F. R. Smart, treasurer, and A. Vanderwater, secretary. This enterprise, so valuable to the citizens of Flushing, delineates the progressive character of its founder, Mr. Gustave Anderson. On July 10, 1873, he married Miss Anna Paulina Nordenbom of Andover, Mass., but a native of Sweden. The children born to the union are: Gustavius E., Frank B., Anna, Matilda, George F., Ferdinand, Louisa P., all of whom are living, and Philip B., deceased. Mr. Anderson is purely a self-made man, possessing the usual pluck and courage of the hardy race from which he springs. He is highly esteemed as a citizen and neighbor.

GEORGE A. STILLWAGGON, carpenter, son of David Henry and Rachel Acker Stillwaggon, was born in the City of New York, October 28, 1824. At first he attended the public school and the Collegiate School, 115 Franklin Street, New York, and when, in 1838, he moved to Flushing, he attended the school managed by Geo. Huntsman. He started out in life as a bookkeeper in a grocery store, buying out his employer after a while.



ALBERT MAXFIELD YAEGER



HENRY HOWARD BOOTH



JOHN HENRY GERLACH



GEORGE BELL CRANSTON



JOSEPH B. STILLWAGGON



EDWARD KRON



ALBERT EDWARD PECHETTE



GEORGE A. STILLWAGGON

Then he engaged in the nursery business and finally became a carpenter, his specialty being scrolls, brackets and turning. Since May, 1838, he has lived at Flushing. For four years he was trustee of the village of Flushing. As an energetic member of the Sons of Temperance, he filled all the offices in the gift of that society. Besides he was a member of the Volunteer Fire Department of Flushing, which in 1844 installed the first engine in that village, and is the only foreman and member of the old company living. His wife was a Miss Virginia Pinkham of Flushing, and of the six children, Minnie, Frederick, David, Lincoln, Katy and Eugene, the latter three are deceased. Mr. Stillwaggon organized the first hook and ladder company in Flushing and was its first foreman. He is the only member of that company at present living.

JOSEPH B. STILLWAGGON, carpenter, son of Joseph and Abigail Stillwaggon, was born at Flushing, L.I., May 6, 1828. He attended the public schools of his native town and has been a lifelong resident of that section. Politically, he is of the Republican persuasion. He held the office of postmaster of Flushing for two terms, was constable for one year and a policeman for fourteen years. For a period of more than twenty years he was connected with the Long Island News Company. He attends the Methodist Church and is an exempt fireman. Mr. Stillwaggon was married twice, his first wife being a Miss Mary Post, his second wife, Miss Sarah Gillen. Of the ten children born, six are living, namely: Sarah Van Nostrand, Belle Morse, Thomas, Hattie Oddy, Ida Ovis and William G.

CHARLES HANCE, formerly captain of Flushing Police Department, son of Benjamin and Annie Hance, was born at Astoria, L.I., April 10, 1837. He received his education in the public schools and has passed all his life at Flushing. Early in life he learned the trade of bricklayer and plasterer and with his partner, Richard Downing, he did work on the Galeburg cottage, on the Town Hall at Flushing, the gas works of Queens County, the savings-bank, the high school and other buildings. In 1879 he was under-sheriff of Queens Borough; became captain of police on May 3, 1883, and remained in office until consolidation of the Greater City took place, when he retired after twenty-four years of service. In addition, he was for a long time janitor of the Town Hall and member of the Board of Trustees. Mr. Hance attends the Dutch Reformed Church and belongs to Pacific Lodge No. 85, I.O.O.F. On January 8, 1858, he married Miss Marie Elizabeth Smith. Ten children were born: Maria Elizabeth, Minnie Estella, Charles Edgar, Jennie

Francesca, William Edward, Florence Eva, Alfred Elton, Albert Elmer, Jessie Edith, Alfred E., and an infant being deceased.

VAN RENSSELAER SWEZEY, coal and lumber dealer, son of Gilbert H. and Susan E. Swezey, was born in the city of New York, in February, 1878. After graduating from the public schools, he attended a course at the Blair Academy, Blairstown, N.J. His residence at Bayside, L.I., extends over three years. In his political convictions he pins his faith upon an independent party. Mr. Swezey is a regular attendant at the Jamaica Presbyterian Church and a member of the Bayside Yacht Club. Mr. Swezey is a man of pleasing personality and enjoys a wide acquaintance both in social and commercial walks of life. Being a man of strict business integrity he has built up a large and growing trade in the lumber and building line.

GEORGE WASHINGTON HILL, son of Adam C. and Mary E. (McDonnell) Hill, was born at Brooklyn, N.Y., March 5, 1877. Mr. Hill is a graduate of Public School No. 33 and of Long Island Business College of Brooklyn. On March 13, 1905, Mr. Hill became proprietor of the old historic Crocheron House at Bayside, L.I., succeeding a Mr. Monaghan. He refitted and overhauled the entire place in a befitting style, doing thereafter the largest business in the history of the establishment. Mr. Hill is now the general manager for his brother, Edward, who has extensive coal interests in Brooklyn. He is a member of Seneca Democratic Club of Brooklyn and of the Church of the Transfiguration. Mr. Hill is a man of agreeable manners and has a host of friends among people of all classes. In business matters he is a man of high capabilities whose judgment is always considered sound.

MORRIS MILLER, general contractor and house wrecker, son of Levi and Anna Miller, was born in the city of New York, July, 1876. Here he also attended the public schools. As regards his political views he does not side with any of the two dominant parties, but favors a program independent of either. Mr. Miller married Miss Fannie Stone, September, 1900. Two children were born, Laura and Leonard. Mr. Miller now occupies the position as the leading house wrecker in Queens County. He is practical in his work and performs it in such a methodical manner that all persons with whom he transacts business are perfectly satisfied with his modern methods of doing work, his motto being that of square dealing.

ALBERT EDWARD PECHETTE, electrical engineer, and the youngest of a family of fifteen children, was born July 21, 1877, at Cohoes, N.Y. For the past twenty years he has been a resident of Long Island City, where he attended the First Ward public school and later graduated from the Twenty-eighth Street school in New York City. He is also a graduate of the International Correspondence School of Scranton, Pa. He served for a period of seven years as an electrical engineer in the Quartermaster's Department on Governor's Island. Politically Mr. Pechette is a Democrat. He is a member of Erie (Flushing) Lodge No. 583, Eagles; the J. J. Phillips Association and St. Mary's Roman Catholic Church. On July 14, 1896, he married Miss Lilly Kerr of Long Island City. Three children have been born—Eulalia, John Augustin and Francis.

GARRISON'S HOTEL, Willard C. Garrison, proprietor, adjoins Fort Totten on the Long Island shore opposite Fort Schuyler, surrounded by ample shaded grounds, running to the water's edge. The hotel is large and commodious, with broad and inviting piazzas. On the shore are a large pavilion and bathing houses. The cuisine at Garrison's is unsurpassed. Dinners are served à la carte, and include all the delicacies of the season. Wines and liquors have been selected with the greatest care. Mr. Garrison makes fish dinners a specialty. Garrison's Hotel may be reached by Long Island Railroad from Long Island City to Whitestone, or Bayside, or by carriage or auto over the best roads on the island, via Thirty-fourth Street, Ninety-second and Ninety-ninth Street (East River) ferries, easily accessible from Brooklyn City Hall via Fulton Street to Jamaica Avenue, and Jamaica. Beautiful shady country roads from there through Flushing to Fort Totten. Distance twelve miles. This resort is headquarters for automobilists. A prominent attraction is the dress parade and band concert at Fort Totten daily. There are electric lights on all roads leading to this resort. The hotel has been under the proprietorship of the Garrisons since 1886, at which time Charles Garrison, father of Willard Garrison, the present proprietor, came into control. After his death his son Howard operated it for two years. Since then Willard Garrison has successfully managed it and has added many new and comfortable features. He can accommodate about three hundred guests for meals per day.

EDWARD KRON, merchant tailor, son of John and Catherine Kron, was born in California, March 5, 1865. When he was four years of age his parents removed to Long Island City, where he attended the public schools and where he has

since resided. Mr. Kron is one of the leading tailors of Long Island City and conducts a first-class establishment at No. 346 Jackson Avenue. In politics he is a staunch Republican; he served for nine years as an active member of the First Ward Commission. He is a member of the Civic Club and formerly vice-president of Queens Borough and of the Long Island City Turn Verein. He is a man of high standing and enjoys the confidence of all who know him.

GEORGE FRENZ, a well known citizen of Long Island City, was born in New York December 20, 1881. He obtained his education in the public schools both at New York and Long Island City. For the past twenty-six years he has resided in the Borough of Queens, where he is very popular. Mr. Frenz is the proprietor of Frenz's Casino, situated on Jackson Avenue. The resort is one of the best known, as well as one of the most highly respectable places of its kind on Long Island, and is the scene of many notable gatherings of social organizations during the spring and summer months. Mr. Frenz is a member of a large number of societies and clubs, notable among which are the Civic Club and the John M. Phillips Association of Long Island City, the Knickerbocker, Minnevaska and Pequonock clubs of New York City. On November 6, 1901, he married Miss Mary Burkhardt of New York. They have two children, viz: Grace and Florence.

FRANCIS X. DUER, a well known hotel keeper, was born at College Point, L.I., June 1, 1872, where he received his education at St. Fidelis Parochial School. Mr. Duer has always continued to reside in his native place, where he is considered among the substantial and progressive citizens. In politics he is a staunch Democrat, and as a testimonial to his popularity he has served two terms as an assemblyman from his district. He is a member of the Roman Catholic Church, Adelphi Social Club, Owl Social Club, College Point Wheelmen, is the standard bearer of F. X. Duer Association, is a member of the Eagles, Aztec Tribe, I.O.R.M., St. Fidelis Society, Enterprise Hose Company, No. 2, and Exempt Firemen's Association. On January 7, 1903, Mr. Duer married Miss Rhoda W. Grell. Two children have been born to the union, one of whom is deceased; the living child is Francis X., Jr.

PERCIVAL EDWARD MAURER, real estate broker, son of Andrew Jackson and Julia B. Maurer, with the descent dating back to the time of the Duke of Wellington, was born in the state of New Jersey, March 31, 1882. Having graduated from the Long Island city grammar and high schools, he completed a business course at





HENRY C. BOTJER



GEORGE FRENZ



JOHN J. HOGAN, JR.



FRANCIS X. DUER



MORRIS MILLER



JOHN J. FALLON



MARTIN J. DOOLY



JAMES J. MULLIGAN

Wright's Business College, entering afterwards the Maryland Institute, where he made architecture and structural estimating his special subjects. For twenty-four years he has been a resident of Queens Borough, his home now being Flushing, L.I. He is not affiliated with any political party. Mr. Maurer is a member of Moose Head Dramatic Society, Harmony and Technic Club and the Independent Order of Foresters.

CHARLES MORINA, real estate broker, son of Philipse and Rose Morina, was born in Italy, June, 1877. After completing a course in the public schools, he graduated from the high school. He has lived at Corona, L.I., for more than ten years. In his political views he favors, like many others, a program independent of either of the two great dominant parties. Mr. Morina is a member of the Order of Foresters, the Second



REAL ESTATE OFFICE OF CHARLES MORINA,  
CORONA, L.I.

Ward Independent Club and the Taxpayers Association of Corona. He is married and has one child, Marie Rose. Mr. Morina is one of the progressive citizens of the Corona section and has done much toward its development. His business methods are up-to-date, which, coupled with his strict integrity, has been a large factor in his success. Philipse Morina, father of the subject of this sketch, was an Italian cavalier and came to America about twelve years ago. He is still a well preserved man of dignified bearing and is a prominent member of the Masonic order.

HENRY C. BOTJER, son of John Henry and Meta Adelheid Bötjer, was born in Germany, July 9, 1872. He obtained his education in the public schools. For a period of fourteen years he has been a resident of Long Island City. In politics he is a staunch supporter of Democratic principles. Mr. Bötjer is a member of the Dutch

Reformed Church of Long Island City, Advance Lodge No. 635 F. & A.M., Enterprise Lodge No. 228 Knights of Pythias, the Fraternal Order of Eagles, Long Island City Aerie No. 1509, the Elks, Queensborough Lodge No. 878 B.P.O. Elks, the North German Society of Long Island City, the Astoria Maennerchor, the Mutual Benefit Association. On January 5, 1898, he married Augusta Schwanenflügel, to whom three children were born, viz.: Henrietta, Florence and Henry C., Jr.

SOLOMON KUGELMAN, son of Michael and Frederica Kugelman, was born March 9, 1869, at Long Island City. He attended, when a boy, the Old Fourth Ward public school in Astoria. He has always resided in the town of his nativity. For some years he was engaged in the hotel business, also in the poultry trade. Politically he is a Democrat and was one of the first delegates named to the Borough Convention of Queens. He has attended all Democratic conventions as a delegate. In 1906 he was alternate at the Buffalo Convention for state officers. He is a member of Chapter No. 878, B.P.O.E., being a charter member. He is also a member of Exempt Firemen of Long Island City, Old Hunter (No. 4) Engine Company, of Long Island City; he was one of the original organizers of Queens Borough Democratic Club. Mr. Kugelman's father was the original poultry dealer of Long Island City, in which he made a fortune. His patrons were numbered among the wealthy New York families with whom he did a large business.

JAMES J. MULLIGAN, contractor, son of Thomas and Ann Mulligan, was born September 10, 1864, at Brooklyn, N.Y., where he was educated at the public schools, graduating from the high school. Mr. Mulligan has established a large business as a general contractor in Queens Borough. His business operations are not confined to local fields but extend over the state of New York. He is a Democrat in politics, and in 1891 served as clerk to the finance committee of the Board of Aldermen in Long Island City before consolidation with the greater city of New York. He is a member of Advance Lodge (Astoria), F. & A.M., Enterprise Lodge, I.O.O.F, Knights of Pythias, Enterprise Company, U.R., the Eagles, Veteran Firemen's Association, Acma Fishing Club, the Luke A. Keenan Association, and is the standard bearer of the James J. Mulligan Association. He is also deputy grand chancellor, Tenth District, lieutenant uniform rank. On January 14, 1891, Mr. Mulligan married Miss Mamie Muller. They have two children, James J., Jr., and Anna.

PETER M. COCO, one of the foremost architects of New York City, as well as general superintendent of buildings, was born at Brooklyn (N.Y.) September 25, 1870. His rudimentary education was obtained at the public schools of Old Long Island City. After completing his studies there he engaged in the higher branches at Cooper Institute, New York City, graduating therefrom in 1892, with high honors, receiving the first prize. In 1884 Mr. Coco first began the study of architecture. He has in the course of his profession erected the largest factory buildings in the Borough of Queens, namely, the Atlantic Macaroni Company's structure, and the Di Nobili Cigar Factory, at Ravenswood, L.I.; also a great number of dwellings, apartments, lofts and office buildings. Mr. Coco has designed and erected many churches in the boroughs of Queens, Manhattan and Brooklyn. One of the crowning glories of his architectural life is that of the new court-house of Queens County, a view of which appears elsewhere in this volume. In the construction of this building Mr. Coco had many obstacles to overcome. The old structure destroyed by fire, only the shell remained. Without removing the walls he has reconstructed the building so that it has become a "thing of beauty," and stands as a monument to his genius as an architect. Mr. Coco has been a resident of the Borough of Queens for the last thirty years. He has always affiliated with the Democratic party. For five years he was draughtsman to the Fire and Water Board of Long Island City. He is a member of the Second Ward Democratic Club and a thirty-second degree Mason. On September 27, 1893, Mr. Coco was united in marriage to Miss Mary Palumneri. They have two children, viz.: Santina, aged thirteen years, and Vincent, aged seven years. Mr. Coco's business offices are located at No. 114 East Twenty-third Street, New York City. He resides in Meyers Avenue, Windfield, L.I.

HONORABLE JOSEPH BERMEL was born in Brooklyn April 8, 1860. He came of substantial German stock and his parents were among the early settlers in the eastern section of Brooklyn. Mr. Bermel received his education in the public schools of Brooklyn and at the age of sixteen he was apprenticed to a stone-cutter. With the energy that has dominated all his subsequent career he early received recognition from the man with whom he was apprenticed and he became a foreman in the establishment at the close of his term of apprenticeship. Later he was offered a partnership in the business but he decided to come to Queens County

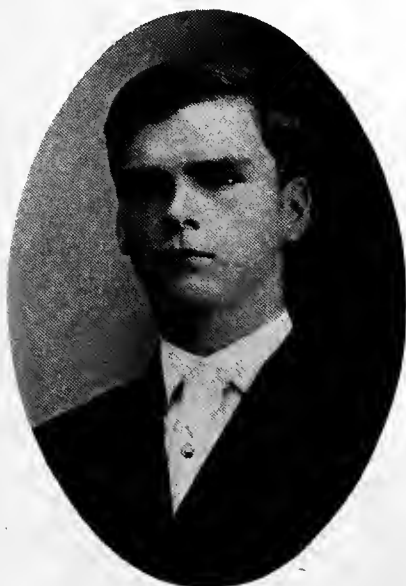
where cemeteries were being laid out and the field for business ventures was just opening. He established a business as marble cutter in Middle Village. The business was a success from the start and Mr. Bermel executed many large and important contracts. Artistic merit and finished production have been the mark of all work turned from his shop. Mr. Bermel still has interest in two marble works, one at Middle Village and one at St. John's cemetery. Each is now managed by one of his sons. As a result of his efforts in business Mr. Bermel is possessed of a considerable fortune. Mr. Bermel early took an interest in politics. He was an attendant at all the conventions of the Democratic party almost from the time he established his residence in the town. But he refused to accept office until 1896. That year the people of Newtown demanded improved roads. The old conservative element of the town was opposed to progress, however. Mr. Bermel was the candidate of the progressives and he made one of the hottest canvasses ever known in the town. Election day of that year was long remembered. It was in March and one of the worst days of the year. The roads were covered with slush and snow and many were hub-deep with mud. Yet the largest vote in the history of the town was brought out. Many started from their homes with the intention of voting against the idea of new roads and Mr. Bermel, the champion of that cause, but after their experiences in reaching the polls they voted for him. The result was that Mr. Bermel was elected by a handsome majority. After becoming a member of the Queens County Board of Supervisors, he immediately demanded improvements. The first road improved was the macadamizing of the old Williamsburg road on Metropolitan Avenue from Jamaica to the Dry Harbor road. This made what was once the worst and almost impassable dirt road one of the finest highways in the town and opened up for the farmers an artery of travel which was a positive boon to them and the traveling public. After that there was no opposition to the plans of Supervisor Bermel. Mr. Bermel continued in office until the date of consolidation. Then he retired and gave his attention to his private business. But he took an active part in the factional contests in his ward and was the leader of the faction favorable to Joseph Cassidy. When Joseph Cassidy took office as borough president in 1902 he appointed Mr. Bermel commissioner of public works. Mr. Bermel held that office until October, 1905, when he resigned as he had been nominated for the borough presidency of Queens by the Republicans and Independence League in opposition to the reelection of Mr. Cassidy. That



WOLCOTT NOBLE



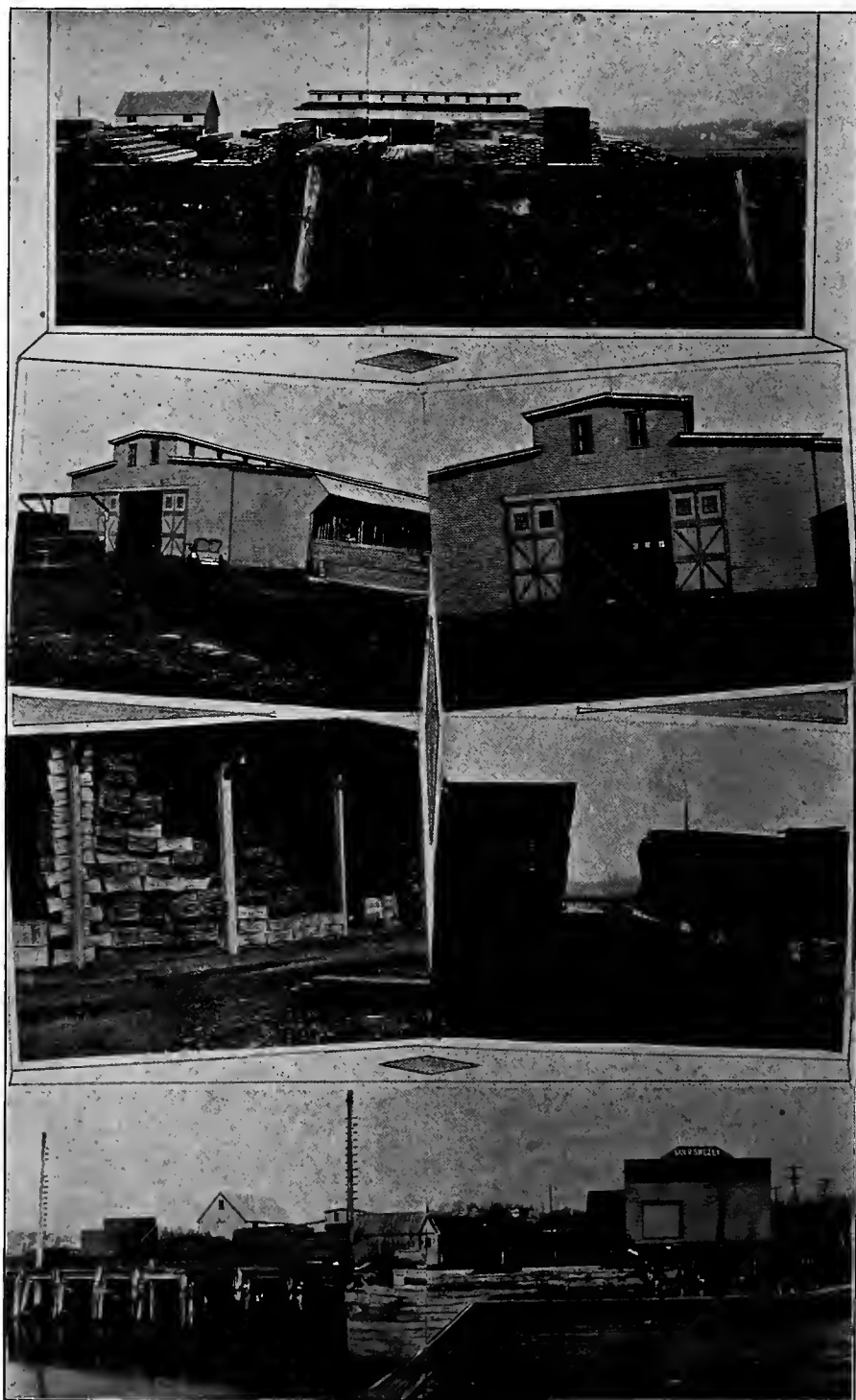
AXEL JOHN SWENSON



JAMES SYDNEY SWENSON



THOMAS C. CAPONE



LUMBER YARD, STOREHOUSES, DOCKS, ETC., OF THE VAN R. SWEZEY COAL AND LUMBER CO.,  
BAYSIDE, LONG ISLAND



campaign was one of the memorable ones in Queens County and Mr. Bermel was elected president of the Borough of Queens by a large majority. Mr. Bermel was married October 21, 1884, to Miss Mary A. Timmes, daughter of a prominent resident of the Second Ward. Two sons and three daughters were born to them.

HONORABLE THOMAS M. QUINN, alderman of the Sixty-sixth District, New York City, and a son of Michael and Mary Quinn, was born at Astoria July 27, 1871. His father was one of General McClellan's assistants in the laying out of Long Island City. Mr. Quinn was educated in the public schools, the New York College of Veterinary Surgeons and the United States College of Embalmers. For some years he has been engaged in the profession of undertaking with offices located at 169 Fulton Avenue, Astoria. For a number of years Mr. Quinn has been prominently identified with public affairs; for a period of eleven years he was connected with the New York postoffice; was state examiner of horseshoers for four years and for six years was chief veterinary to the Health Department for Queens Borough. In November, 1907, Mr. Quinn was elected a member of the Board of Aldermen from the Sixty-sixth District and is now serving in that capacity. He is chairman of Queens County Independence League; he was nominated by unanimous vote for alderman and was the only man on the Independent ticket elected in the state and the only man ever elected on that ticket in Long Island City. Mr. Quinn was at one time very prominent in Democratic circles and has always been prominently identified with every movement to promote the betterment of labor. He was organizer of the Knights of Columbus in Queens County and is a prominent member of Colon Council of that order; he is a member of Sunswick Council of Long Island City; the Long Island Aerie Eagles; Astorial Council Heptasophs; Astoria Lodge National Protective Association; Holy Name Society of the Church of Our Lady of Mt. Carmel; the Joseph Geiser Association, and is the standard bearer of the Thomas M. Quinn Association Independent Club. He is also a member of the United States Veterinary Society, and of the Queens County Undertakers' Association, the New York Postoffice Protective Association and several other organizations. In 1892 Mr. Quinn married Miss Sara McBride of Astoria; seven children have been born to the union, five of whom are living.

WHAT ONE COMPANY DID FOR QUEENS. Developed 12,289 lots and spent \$700,000 for improvements. Every one can see

now what effect the tunnels and bridges across the East River will have on real estate in Queens, but at their inception their tremendous importance was not generally realized. It was four years ago this month, before any work was begun on the tunnels and bridges, that the Rickert-Finlay Realty Company began acquiring property in Queens. These properties comprise over 1,000 acres of the most desirable residence property in the borough, and, with one exception, all are within the limits of New York City, and will be within from fifteen to twenty minutes of Broadway when the tunnels and bridges are completed. Some idea of the magnitude of the company's holdings may be had from the fact that they have a combined street frontage of eighty-seven miles, and are nearly as large as all that part of Manhattan lying south of Houston Street, and extending from the East River to the Hudson River. The development of the properties is being carried out on a scale that has seldom, if ever, been equaled in the United States. Over thirty-nine miles of cement sidewalks and twenty-three miles of macadamized streets have been constructed; over seven miles of water mains, gas mains and sewers have been laid, and about 12,000 shade trees and eighteen miles of hedges have been set out, at a total cost to date of over \$700,000. The properties of the company begin with East River Heights, containing 2,470 lots fronting on the East River directly opposite East Ninety-sixth Street. Then come Broadway-Flushing, containing 4,000 lots completely surrounding the Broadway station in Flushing; Douglas Manor, containing 2,479 lots on Little Neck Bay at Douglaston, and Westmoreland, containing 900 lots adjoining Douglas Manor on the east. In addition to these properties which the company is actively developing, it has many unimproved tracts which it is holding for future development, among which are 440 lots in the heart of Long Island City, fronting on Broadway, Grand Avenue and Jamaica Avenue, and 2,000 lots just north of the station at Great Neck, lying between the Middle Neck Road and Manhasset Bay. Its business has grown so rapidly that the company now occupies an entire floor at No. 45 West Thirty-fourth Street, with seventeen offices, an office force of about thirty-five employes and about fifty regular salesmen.—[*New York American*, February 2, 1908.]

KISSENA PARK NORTH AND SOUTH will be the most completely and thoroughly developed sections of the Borough when the work now being prosecuted by PARIS-MACDOUGALL COMPANY is completed. This company acquired about 300 acres in the Southern part of Flushing. Running through the tract from North to South is the New York and

Queens County trolley line and from East to West is the old Stewart Railroad, now the property of the Long Island Railroad, these two lines forming a junction on the property. With the completion of the improvements and electrification of the Long Island Railroad system now going forward, the Kissena Lake Park section will be the most accessible section in the Borough. Lying practically in the center of this large tract is Kissena Lake covering about 13 acres. This deep clear pool of spring water with its out flowing brook and its high wooded banks makes it the most naturally beautiful spot in the Borough. This lake together with about sixty acres of upland was purchased by the city and turned over to the Park Department as Kissena Lake Park. In order to provide a section in keeping with these beautiful environments, no pains or expenses are being spared by the Paris-MacDougall Company in its development. Broad, paved streets and side-walks, with all streets curbed and guttered and sewerred, and with a beautiful supply of rare shrubbery, all tend to make it a most delightful residential section. So large is this development (comprising about 4,400 lots), that restrictions are so adjusted as to provide sections to the requirements of practically every class of Detached improvements from the Cottage on forty feet of ground to the more pretentious dwelling occupying a full block front, each being confined to its own particular section. So thorough, complete and comprehensive is this development that the Kissena Lake Park section is assured of being the most attractive and delightful portion of this Borough.

TERMINAL HEIGHTS is another of the Paris-MacDougall Company's developments, and is the closest lying development to the heart of Manhattan in all Queens Borough, being no farther from Herald Square than is City Hall, Manhattan. This development comprises about 100 acres and is sub-divided into about 1,500 lots. A large amount of work is being done on this property for the purpose of bringing it to the city grade and laying it out in accordance with the topographical maps of the Borough. Two hundred and fifty thousand dollars is being expended in its development, said development including a complete sewerage system with all streets paved and curbed and guttered. The class of houses being and to be erected on this development is of the three, four and five-story flat and apartment house nature. This property lying as it is within five blocks of the Terminal of the Sunnyside Yards and within about ten blocks of the entrance to the Blackwell's Island Bridge with Thompson Avenue bordering it on the south and Roosevelt Avenue, the new avenue established by the topo-

graphical department and through which it is proposed to build the subway leading to Flushing, passing directly through its center. The Woodside Station of the Long Island Railroad is located within two blocks of this development. This together with the Corona trolley line and the Jackson Avenue trolley line and the Ninety-second Street Ferry trolley line all passing through and around it, makes it the most accessible development to be found in the Borough and insures its rapid occupation as a business and living room section.

ELMHURST SQUARE is still another and the first of the Paris-MacDougall Company's developments. One of the unique features of this section is the fact that geographically speaking it is the center of the four boroughs, Brooklyn, Queens, Manhattan and the Bronx. Passing through and around this property is Grand Street trolley of the Brooklyn Rapid Transit System; the Corona trolley of the Thirty-fourth and Ninety-second Street Ferry lines, being a part of the New York and Queens County Electric Railroad system; the North Shore Division of the Long Island Railroad with a station practically on the property, and the main line of the same railroad running to Jamaica. The development of this property is completed and in its completion an ample sewer system was installed, streets were paved, trees and ornamental shrubbery planted, making of it an attractive development. Many Queen Anne detached houses have already been erected on this property. The Paris-MacDougall Company has taken the lead in complete developments, never being satisfied until the property is fully and completely graded in accordance with the established grades of the City, and complete sewerage system installed under the supervision of the City, all streets paved, curbed and guttered and fine cement walks laid throughout. It is hoped that other developers will soon adopt this same thorough system.

THE MARKERT REALTY COMPANY.—In the fall of 1905 this company was organized to develop what is now called "Forest Parkview." The development in the section between Ridgewood and Richmond Hill was then in its infancy and the Markert Realty Company are to be numbered among the pioneers. The "Forest Parkview" tract contained almost four hundred city lots covering about seven city blocks, extending from Ford Avenue to Winthrop Avenue with a frontage of about one thousand feet on Myrtle Avenue and facing the main entrance to Forest Park. To demonstrate the thoroughness with which the development was carried out it is to be noted that the entire property was improved

with the finest macadam streets, cement sidewalks and curbs, handsome shade trees and sodded with grass, which was beautified here and there with large flower beds. Public utilities were installed within a short time by the laying of water mains, gas mains and the regulation city street-lights. All of these improvements were undertaken by the company at its own expense and it was their pride to sell the property to the individual purchaser with the distinct understanding that he would have no large assessments to cripple his finances after having made his purchase. The company erected about sixty houses of the two-family type, the architectural beauty of which add much to the natural beauty of this section. The houses are now occupied by a happy and contented body of people who find every comfort in their homes, and the great advantage of Forest Park for their outdoor enjoyment. The public golf links of Forest Park are directly opposite the "Forest Parkview" property and the residents of this section relish the keen enjoyment of playing the "game of kings," over this beautiful course, while their children derive the benefit of good health and all freedom from restraint, romping over the greensward. The Markert Realty Company is managed by an energetic set of men headed by Albert Markert as president, Arthur R. Koch as secretary, George E. Loeffler as treasurer and one or the other of these gentlemen is always on hand at the office of the company to welcome visitors. The offices are situated at Myrtle Avenue and Dry Harbor Road and they are probably the best appointed real estate offices in this section of Queens. The company's investment represents close to a quarter of a million of dollars and the plot is one of the finest to be found within the Ridgewood section.

The company has also developed a very pretty piece of land in the Newtown section called "Cooper Heights," intended, mainly, for the Semitic race, and it has met with the same success that has attended "Forest Parkview." A magnificent tabernacle is now under way within a block of the "Cooper Heights" development and the section promises to be one of the most populous of the Borough of Queens. The Markert Realty Company were very fortunate to have the city select about half a block of their "Forest Parkview" property for a public school and once this public improvement is under way it promises to draw a legion of homeseekers to the "Forest Parkview" section.

There are very few portions of the borough which possess as much beauty of surroundings as "Forest Parkview" and considering

that it is within the five-cent fare limit of New York it offers ideal living conditions for the workingman. Forest Park is to-day larger and, undoubtedly, more beautiful than Central Park in the Borough of Manhattan, or Prospect Park in the Borough of Brooklyn, and the day is not far distant when property which borders on Forest Park will have reached the same value as the properties which now border Central Park and Prospect Park. The selection of "Forest Parkview" property for a school site was only made after a thorough canvass of other properties in this section. "Forest Parkview" was selected mainly because the natural lay of the land is very high, and building operations have practically made the school a necessity. It is also expected that a church will shortly be established on the "Forest Parkview" property, so that it is evident that the Markert Realty Company intend to make their property complete in itself. Several of their parcels which were originally sold on the instalment basis have changed hands two or three times, each change representing an increase of price until, to-day, lots which were purchased eighteen months ago have more than doubled in value. The company does not encourage this speculative feature of the property, as it was planned for a home site and everything has been done to attract the homeseeker.

They cannot, however, prevent a certain amount of speculation on the part of their clients, and it at least has the advantage of demonstrating how the values are rising. The Myrtle Avenue trolley system passes the property plying between the Ridgewood terminal and Richmond Hill and it is a common expression on the part of passengers in these cars to say: "Isn't that 'Forest Parkview' property a pretty place." First impressions are believed to be the most lasting and in this respect "Forest Parkview" appeals with particular force to all classes and kinds of people who have an eye for beauty and cleanliness; this is particularly true with the women-kind who go into ecstasies over the trim appearance of the streets and lawns as well as the interior arrangements of the houses. In fact, the houses compare favorably with the elaborate dwellings found in the Flatbush section of Brooklyn and which sell for practically double the price asked for the "Forest Parkview" homes. Queens Borough may well be proud of the "Forest Parkview" development and it is to be hoped that the Markert Realty Company will extend their operations to other parts of the borough, because of the painstaking effort and thoroughness with which they handle the work.

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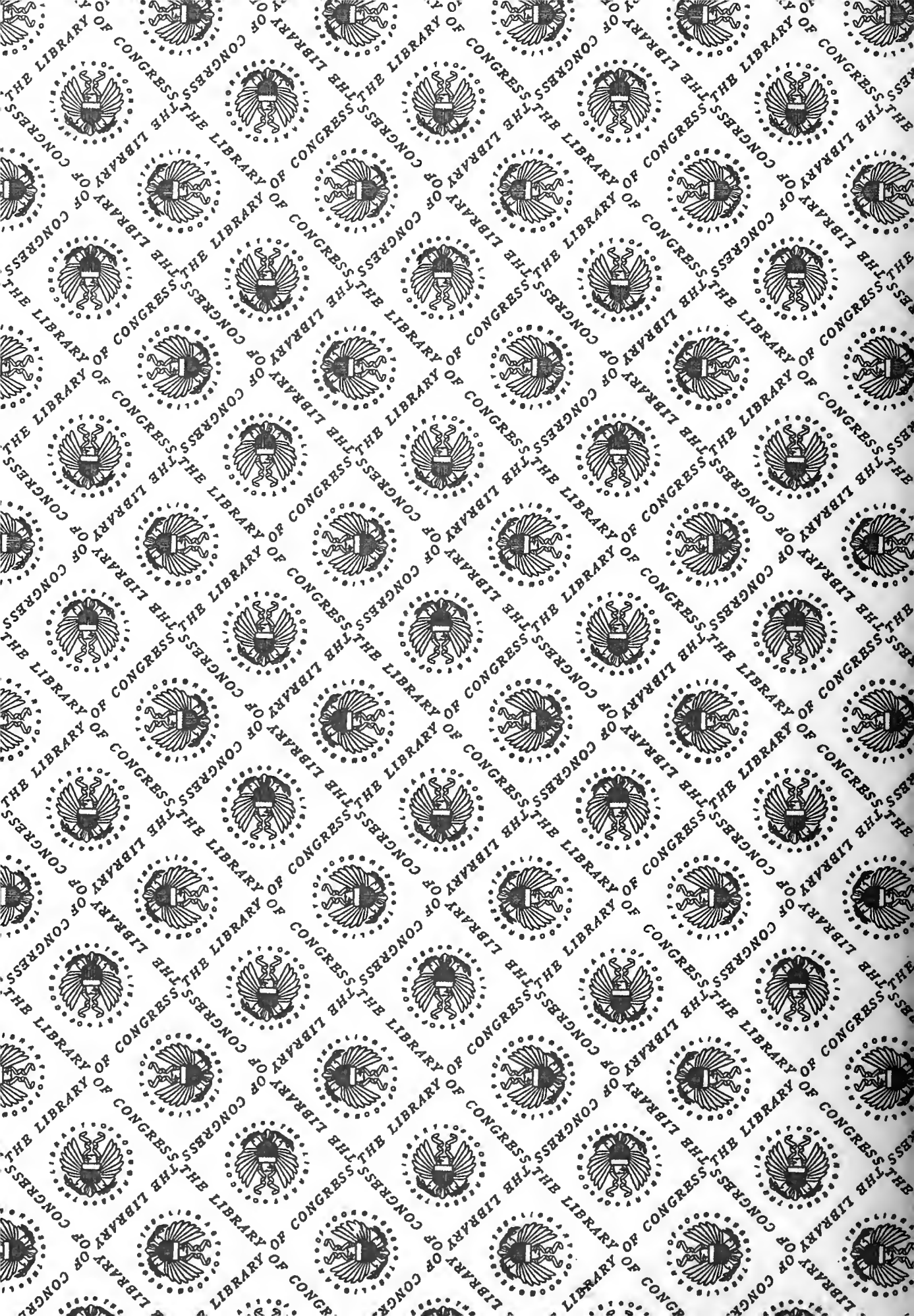


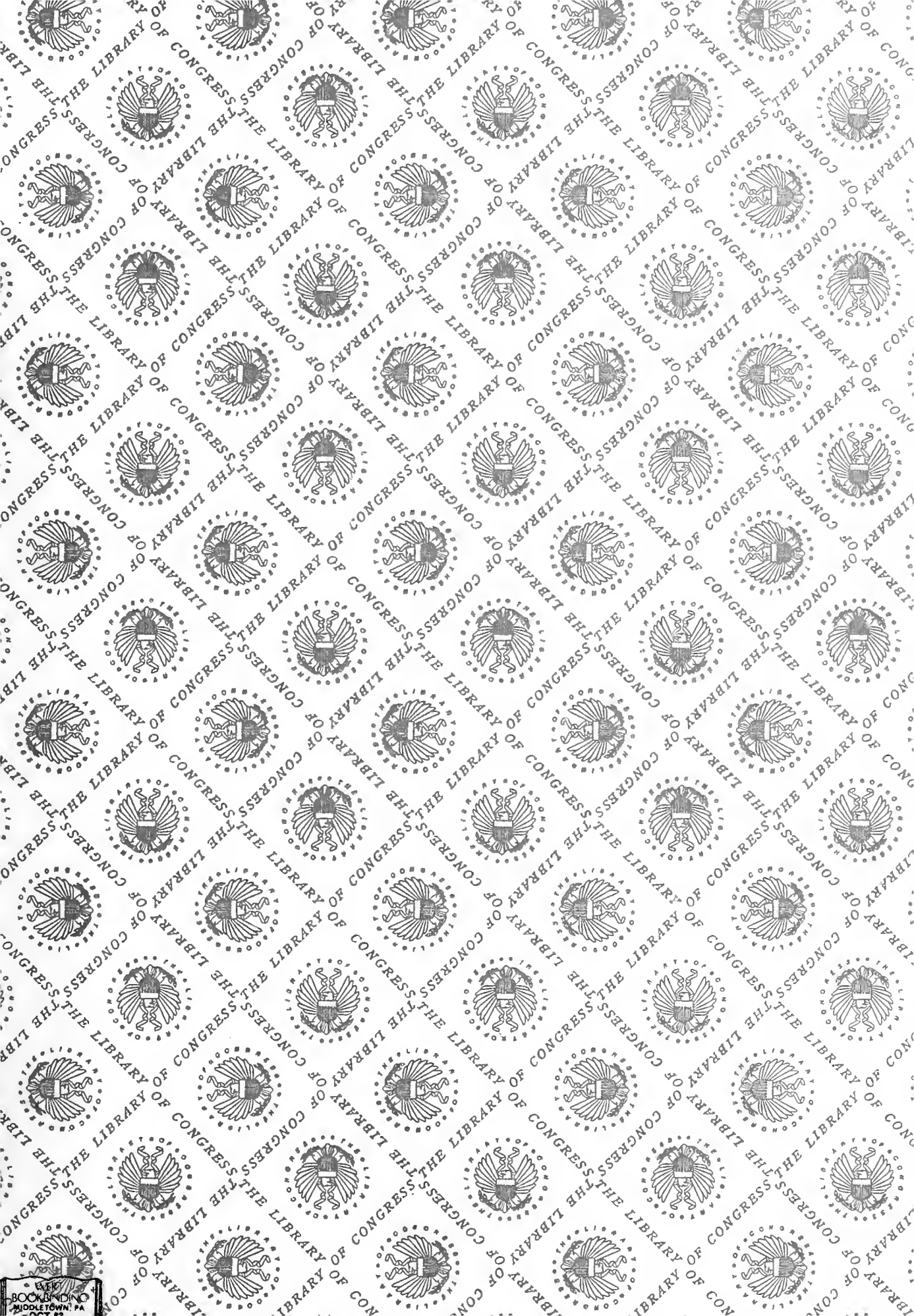












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